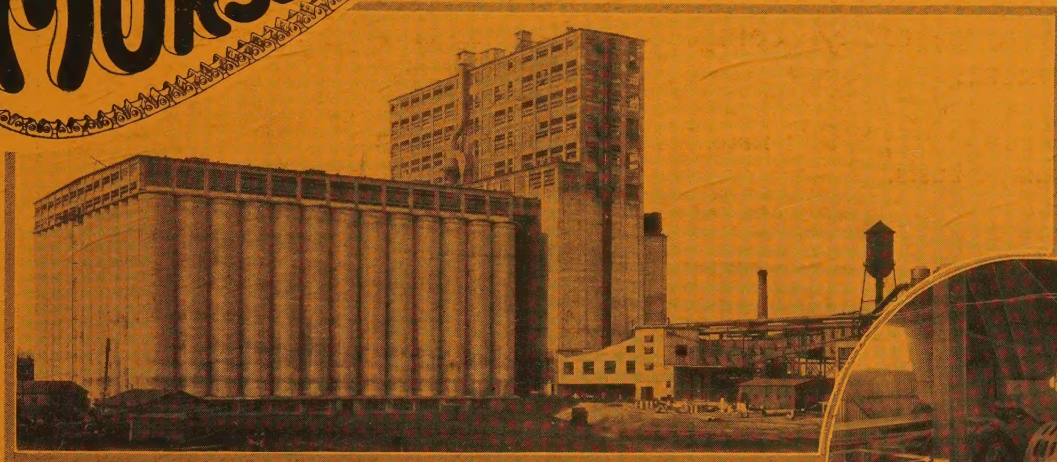


Devoted to the construction and operation of better grain handling plants.

MORSE SILENT CHAIN DRIVES



The new Baltimore & Ohio Grain Elevator, Locust Point, Baltimore, Md. Designed by John S. Metcalf Co.; built by M. A. Long Co.; L. A. Stinson, Consulting Engineer

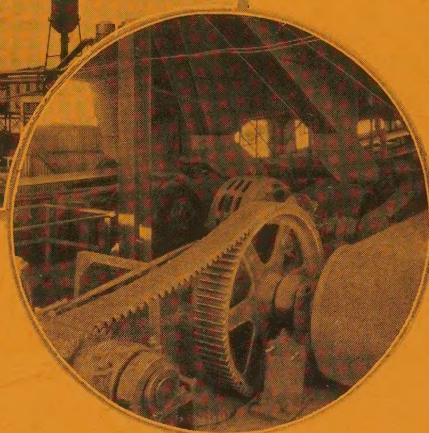
Here 66 Morse Drives are used totaling 3290 H. P.

Morse Silent Chain Drives were chosen to meet the power transmission requirements in the new 3,800,000 bushel grain elevator just completed for the Baltimore & Ohio Railroad Company at Locust Point, Baltimore, Md. In all, 66 Morse Drives, totaling 3,290 H. P., were installed.

Morse Drives are the best drives obtainable for this class of work. That is why they are being used

in a very large number of the terminal elevators in the United States and Canada. They are positive as gears, flexible as belts, and more efficient than either. Moreover, they run cool, clean and quiet, require little attention and are particularly adaptable where short centers are imperative.

Morse Engineers are always at your service in planning a suitable elevator drive.



Morse Silent Chain driving conveyor belts on 6th floor of Tower B—B. & O. Grain Elevator.

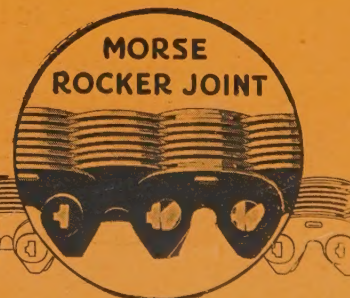
MORSE CHAIN CO., ITHACA, N. Y.

There is a Morse Engineer near you

ATLANTA, GA. 702 Candler Bldg., Earl F. Scott & Co.
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BIRMINGHAM, ALA. Moore-Handley Hardware Co.
BOSTON, MASS. 141 Milk Street
CHARLOTTE, N. C. 404 Commercial Bank Bldg.
CHICAGO, ILL. Room 803, 112 West Adams St.
CLEVELAND, OHIO. 421 Engineers Bldg.
DENVER, COLO. 211 Ideal Bldg.
DETROIT, MICH. 7601 Central Avenue

NEW YORK CITY. Room 1871, 50 Church St.
MINNEAPOLIS, MINN. 413 Third St. S., Strong-Scott Mfg. Co.
PHILADELPHIA, PA. Room 833, Peoples Bank Bldg.
PITTSBURGH, PA. Westinghouse Bldg.
SAN FRANCISCO, CAL. Room 355, Monadnock Bldg.
ST. LOUIS, MO. Railway Exchange Bldg., Morse Chain Co.
TORONTO, ONT., CAN. 50 Front St. E., Strong-Scott Mfg. Co.
WINNIPEG, MAN., CAN. Dufferin St., Strong-Scott Mfg. Co.

2249-30



Is Your Elevator Really Complete?

SO quickly and so surely do Carter Disc Separators pay for themselves that no elevator is really complete without this equipment.

One run through this machine cleans wheat to a no-dockage basis.



Mill Oats come out separately, free from small seed screenings, making them highly salable.

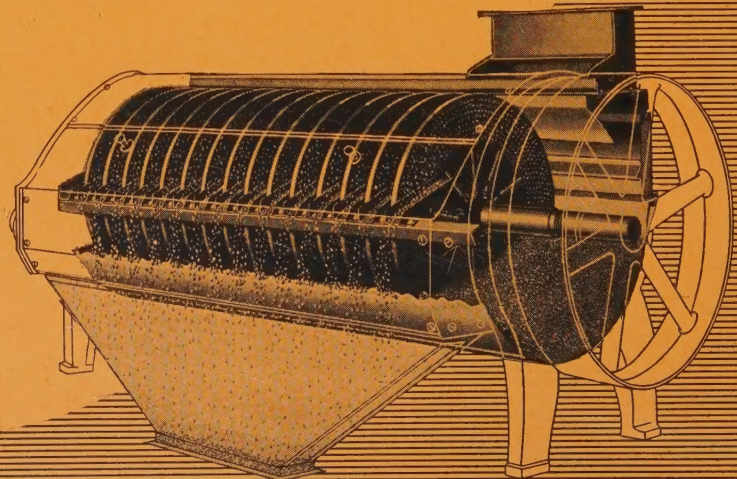
Cockle, wild peas, pigeon grass, wild buckwheat and other small seeds are thoroughly removed.

No wheat is wasted by the Carter. No matter what other equipment you have, your elevator cannot earn maximum profits without Carter Disc equipment. May we send you additional information?

Carter-Mayhew Mfg. Co.

611 19th Ave. N. E.
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Patented
Jan. 4, 1921
Nov. 28, 1922
Jan. 30, 1923



Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Beer & Co., Inc., E. H., grain, hay, seeds.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Steen & Bro., E., grain receivers and exporters.*

BLOOMINGTON, ILL.

Haesewinkle-Scholer Co., corn and oats.*

BLUFFTON, IND.

Studabaker Grain & Seed Co., grain, hay, seeds.*

BUFFALO, N. Y.

Corn Exchange Members.

Basil Burns Grain Corp., grain merchants.
Globe Elevator Co., receivers and shippers.
Grain Marketing Co., grain merchants.
McKillen, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Quisenberry Feed Mfg. Co., "Quality Feeds."
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain and feed.*
Townsend Ward Co., The, consignments.*

CAIRO, ILL.

Board of Trade Members.

Halliday Elevator Co., grain dealers.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

King Wilder Grain Co., grain shippers.*
Murrel Grain Co., Ray, receivers and shippers.*

CHICAGO, ILL.

Board of Trade Members.

Badenoch Co., J. J., grains, millfeeds, concentrates.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Chicago Grain & Salvage Co., salvage grain.
Clement, Curtis & Co., members all exchanges.*
Cross, Roy, Eberhart & Harris, grain commission.*
Dole & Co., J. H., grain and seeds.*
Grain Marketing Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
Hubbard, Warren & Chandler, stocks, bonds, grain, etc.
Lamson Bros. & Co., consignments solicited.*
Logan & Bryan, grain, stocks, provisions.*
McKenna & Dickey, commission merchants.*
Norris Grain Co., grain merchants.*
Rothschild Co., D., receivers and shippers.*
Rumsey & Co., grain commission.*
Shaffer Grain Co., J. C., grain merchants.*
Somers, A. L., grain commission.
Thomson-McKinnon, members leading exchanges.

CINCINNATI, O.

Grain & Hay Exchange Members.

Cleveland Grain & Mfg. Co., grain merchants.*
DeMolet Grain Co., receivers and shippers.*
Early & Daniel Co., grain, hay, feed.*
Scholl Grain Co., receivers and shippers.*

CIRCLEVILLE, O.

Cook, Wade H., grain, hay and grain products.*

*Members Grain Dealers National Association.

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., shpr. grain, millfeed, oil and c. s. meal.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*

COLUMBUS, O.

Smith-Sayles Grain Co., The, buyers and shippers.*

CROWLEY, LA.

Lyman, C. W., broker, corn, oats, feeds, hay.

DAVENPORT, IA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Denver Elevator, wholesale grain, flour, millfeed.
Kellogg Grain Co., O. M., receivers and shippers.
Farmers Union M. & E. Co., millers, grain mchts.
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., The, wheat, corn, oats, rye, barley.*

DES MOINES, IA.

Board of Trade Members.

Lockwood, Lee, broker.

DETROIT, MICH.

Board of Trade Members.

Caughey-Jossman Co., grain and field seeds.*
Lapham & Co., J. S., grain dealers.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*

DULUTH, MINN.

Board of Trade Members.

White Grain Co., receivers and shippers.*

EMPORIA, KANS.

Trusler Grain Co., grain merchants.

FORT DODGE, IOWA.

Christensen, George, grain broker.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission consignments.
Ft. Worth Elevators Co., gr. merchants, pub. storage.
Grain Marketing Co., grain merchants.
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
Rogers Co., E. M., strictly bkg. and consignments.*
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills, "Superior Feeds."

GALVESTON, TEX.

Texas Star Flour Mills, flour and corn millers, expters.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.
Rothschild Co., S., grain, c/s products, rice, b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Central Grain & Laboratories Co., The, recvrs.-shprs.
Collingwood-Moore Grain Co., receivers and shippers.
Gano Grain Co., wheat, corn, sorghums.
Hutchinson Grain Co., mill orders.
McReynolds, A. G., grain merchant.
Southwest Grain Co., consignments, country run grain.

KANKAKEE, ILL.

Breckenridge Grain Co., grain dealers.

INDIANAPOLIS, IND.

Board of Trade Members.

Bingham Grain Co., The, receivers and shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hart-Maubucher Co., grain merchants.*
Kinney Grain Co., H. E., receivers and shippers.*
Montgomery & Tompkins, receivers and shippers.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.

KANSAS CITY, MO.

Board of Trade Members.

Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, milo.*
Davis Grain Co., A. C., grain commission.
Denton Hart Grain Co., consignments.*
Ernst Davis Grain Co., commissions.
Hipple Grain Co., milo-kafir.
Lichtig & Co., H., kafir, milo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Scular Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Thresher Grain Co., R. J., grain commission.*
Udike Grain Corp., consignments.
Vanderslice-Lynds Co., commission.*
Wilser Grain Co., consignments.*

LEAVENWORTH, KANS.

Cranston-Liggett Gr. & Feed Co., corn, mixed feed.

LITTLE ROCK, ARK.

Grain Exchange Members.

Farmer Co., E. L., brokers, grain and millfeed.*
Gordy Co., C. L., grain brok., hay, grain and millfeed.

LOUISVILLE, KY.

Board of Trade Members.

Callahan & Sons, receivers and shippers of grain.*
Bingham-Hewett Grain Co., recvrs., shippers of grain.*
Kentucky Public Elevator Co., stores and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

McKINNEY, TEX.

Reinhardt & Co., wheat, corn, oats, maize.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker and com., consignments.*
Buxton, E. B., broker and commission merchant.*
U. S. Feed Co., grain, hay, millfeed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Frankie Grain Co., The, grain and feed.
Froedtert Grain & Malting Co., recvrs. and shippers.*
Kamm Co., P. C., grain shippers.*
LaBude Feed & Grain Co., grain, feed, hay.*
Milwaukee Grain Com. Co., recvrs., grain and seed.

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Davies Co., F. M., grain commission.*
Delmar Co., shippers.
Fraser-Smith Co., grain merchants.*
Hubenthal, C. G., gr. mchts., oil meal, chicken feed.
Hiawatha Grain Co., screenings.*
Malmquist & Co., C. A., receivers and shippers.*
Marfield Grain Co., grain commission.*
Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain and feed.*
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.*

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.*

NEW YORK CITY.

Produce Exchange Members.

Abel, Joseph A., grain broker.
Jones & Co., M. B., buyers—quote us.*
Knight & Co., grain brokers.
Therrien, A. F., broker.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Grain Marketing Co., milling wheat specialists.
Hardeman-King Co., millers, grain dealers.*
Marshall Masters Grain Co., grain, feed, seeds.*
McManus Gr. & Feed Co., W. F., wh., corn, oats, mfeed. Balbach, Paul A., grain buyer, all markets.
Okla. City Mill & Elevtr. Co., millers, gr. dealers.*
Perkins Grain Co., W. L., strictly brokerage.
Scannell Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.

OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., consignments.*
Taylor Grain Co., brokers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Updike Grain Co., milling wheat.*

PEORIA, ILL.

Board of Trade Members.

Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Lake Grain Co., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Hardman & Daker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Stewart & Co., Jesse C., grain and mill feed.*

PONTIAC, ILL.

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.*
Gordon Grain Co., grain commission.*
Niedorp Grain Co., buyers-sellers of corn.*

SAN ANTONIO, TEX.

King, Douglas W., wheat, corn-brok., Texas R. Oats.*

ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedingstuffs, grain, seeds.*
Graham & Martin Grain Co., grain commission.*
Hall Grain Co., Marshall, grain merchants.*
Hunter-Robinson Mfg. & Gr. Co., grain, feedstuffs.*
Langenberg Bros. Grain Co., grain commission.*
Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*

ST. LOUIS, MO. (Continued.)

Picker & Beardsley Com. Co., grain and grass seed.*
Powell & O'Rourke Grain Co., buyers-sellers corn.*
Turner Grain Co., grain commission.*

SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., whlse. grain, hay, mill feeds.

SIDNEY, OHIO.

Custenborder & Co., E. T., buyers-sellers grain.*
Wells Co., The J. E., wholesale grain.*

SIOUX CITY, IA.

Board of Trade Members.

Western Terminal Elevator Co., receivers and shippers.*

TOLEDO, O.

Produce Exchange Members.

Churchill Grain & Seed Co., field seeds, popcorn.
De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Zahn & Co., J. F., grain and seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

WICHITA, KANS.

Board of Trade Members.

Bedell Elevator Co., milling wheat.
Beyer Grain Co., grain merchants.*
Blood Grain Co., I. D., receivers and shippers.
Harold Grain Co., J. R., consignments, mill orders.
Smith McLinden Grain Co., wheat, corn, kafir, millfeed.
Simonds-Shields-Lonsdale Co., receivers and shippers.
Stevens Scott Grain Co., receivers and shippers.
Wallingford Bros., milling and export wheat.*
Wichita Terminal Elevtr. Co., general grain and elvtr.*

WICHITA FALLS, TEX.

Mytinger Mfg. & Grain Co., grain, feed, seeds.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., Whlrs. gr. and seeds.*

* Member Grain Dealers National Association.

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GRAIN MERCHANTS

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shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

T. D. Phelps Grain Co.
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The Summit Grain Co.
Receivers and shippers of all kinds of grain.
Elevators: Denver, Cheyenne Wells and Arapahoe, Colo.

O. M. Kellogg Grain Co.
Receivers shippers of all kinds of grain.

Farmers Union Mlg. & Elev. Co.
Millers and Grain Merchants.
38th and Wynkoop Sts.

The Conley-Ross Grain Co.
Wholesale Grain.

The Ady & Crowe Mercantile Co.
Grain, Hay, Beans.

Rocky Mountain Grain Co.
Grain Merchants—Export and Domestic.

Denver Elevator

Wholesale Grain, Flour, Mill, Feed and Pinto Beans.
We operate 30 elevators in eastern Colorado.

Note:—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

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Branch Office, Congress Hotel**PHILIP H. SCHIFFLIN & CO.****Grain Commission**

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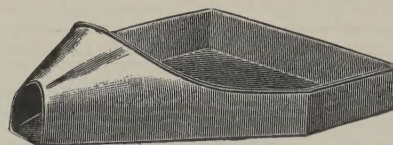
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Successor to Somers, Jones & Co.

95 Board of Trade Chicago, Ill.

Grain Commission Merchants

Ship Us That Next Car

Grain Exchange
Members

ST. JOSEPH

Grain Exchange
Members

**We Want Your
Business**

Ask for Our Prices

The A. J. Elevator Company

ST. JOSEPH, MO.

**Hard and Soft Wheat
Corn and Oats**

Write, Wire or Phone Us

BUYERS AND SELLERS OF

CORN

NIEDORP GRAIN CO.
St. Joseph, Mo.

GORDON GRAIN CO.

CONSIGNMENT SPECIALISTS

ST. JOSEPH, MO.

Produce Exchange
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TOLEDO

Produce Exchange
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J. F. ZAHM & CO.

TOLEDO, OHIO

Your consignments and orders for futures solicited in either

GRAIN OR SEEDS

TOLEDO OR CHICAGO

There is a great satisfaction in trusting your
CONSIGNMENTS OF GRAIN AND SEED
to a firm you KNOW to be RELIABLE.

H. W. DEVORE & CO.

1887

Toledo, Ohio

1925

Clover Seed

International Game, played in Toledo, Ohio.
Providence does dealing, When "Seedy" favor

C. A. KING & CO.

Like Billy Sunday they deal in cash and futures.

JOHN WICKENHISER & CO.

Wholesale Grain Dealers

TOLEDO, OHIO

We make track bids and quote delivered
prices. Solicit Consignments of Grain and
Clover Seed. Members Toledo Produce Ex-
change and Chicago Board of Trade.

SOUTHWORTH'S

WEEKLY REVIEW

Covers GRAIN, SEED AND COTTON.
It is FREE to all within our business range.
SOUTHWORTH & CO. - - TOLEDO, OHIO

Upon readers patronage of its
advertisers depends the success of
the *Grain Dealers Journal* work.
Will you mention it?

Board of Trade
Members**KANSAS CITY**Board of Trade
MembersHandling
Consignments
and Futures
47 Years**B. C. Christopher & Co.**

KANSAS CITY MO.

Buyers and
Shippers Kaffir,
Feterita, Milo
Maize, Mill Feed**CONSIGN**ERNST-DAVIS COM. CO.
Kansas City**HIPPLE GRAIN CO., KANSAS CITY, MO.**

MILO and KAFIR - Wire us for prices delivered - Write for daily card quotations

A. C. DAVIS GRAIN CO.

Grain Commission

Mill Orders a Specialty

Consignments and Future Orders Solicited
KANSAS CITY, U. S. ABuyers—Sellers
WHEAT . CORN
OATS . BARLEY
CONSIGNMENTS
MILL ORDERS**SHANNON GRAIN COMPANY**

CONSIGNMENTS

201-2 Board of Trade KANSAS CITY, MO.

Scoular-Bishop Grain Co.

CONSIGNMENTS - Kansas City - Omaha

Board of Trade
Members**PEORIA**Board of Trade
Members**CIPHER CODES**We carry the following cipher codes in stock
and can make prompt delivery.

Universal Grain Code, board cover...\$1.50
 Universal Grain Code, flexible leather 3.00
 Robinson's Cipher Code, leather..... 2.25
 Miller's Code (1917), cloth..... 2.00
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 A. B. C. Code, 5th Ed., with sup....20.00
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 Bentley's Complete Phrase Code.....15.00
 Riverside Flour Code, Improved, 6th
 Edition12.50
 Calpack Code (1923).....10.00

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St. Chicago, Ill.P. B.
and
C.C.**Miles**

Established - 1875

Incorporated - 1910

Peoria, Illinois

Handling Grain on Commis-
sion Our Specialty**W. W. Dewey & Sons**

COMMISSION MERCHANTS

33-35 Board of Trade
Peoria, Ill.**Turner-Hudnut Company**Receivers **GRAIN** Shippers

42-47 Board of Trade

RECEIVERS, SHIPPERS AND BROKERS**RICHARDSON BROS.**Brokers
Want Offers

Grain - Flour - Mill Feed

Delivered Philadelphia
Either Export or Domestic
The Bourse**E. A. Grubbs Grain Co.**

BUYERS—SHIPPERS

Good Milling Wheat

GREENVILLE - OHIO

The Sheets Elevator Co.

GRAIN—HAY—STRAW

Cleveland, Ohio

SHIP US YOUR CORN, OATS AND WHEATRegardless of its condition. We operate the Superior Elevator
equipped with all modern machinery for handling grain.

PRATT & CO., Operators of Superior Elevator

910 Chamber of Commerce

Buffalo, N. Y.

Send Your Offerings to

JOSEPH A. ABEL

GRAIN BROKER

D4 Produce Exchange New York, N. Y.

E. P. BACON CO.

Grain Commission Merchants

Sellers of Cash Grain and
Field Seeds on Consignment

MILWAUKEE--CHICAGO--MINNEAPOLIS

CROWELL ELEVATOR COMPANY

Receivers and Shippers

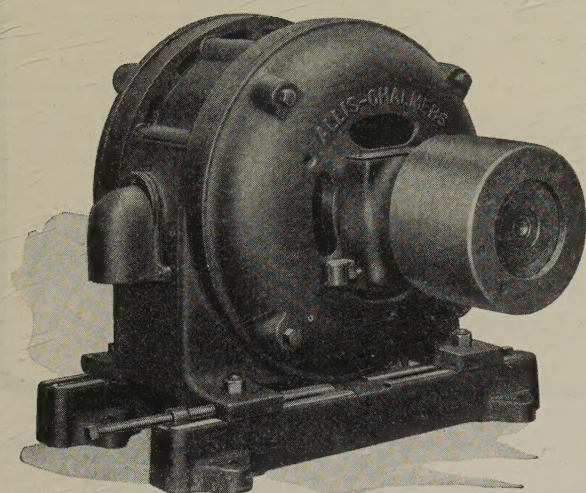
GRAINConsignments Solicited
OMAHA**L. W. FORBELL & CO.**Strictly Commission Merchants
Specialists in WHEAT, CORN, OATS

Consignments Solicited

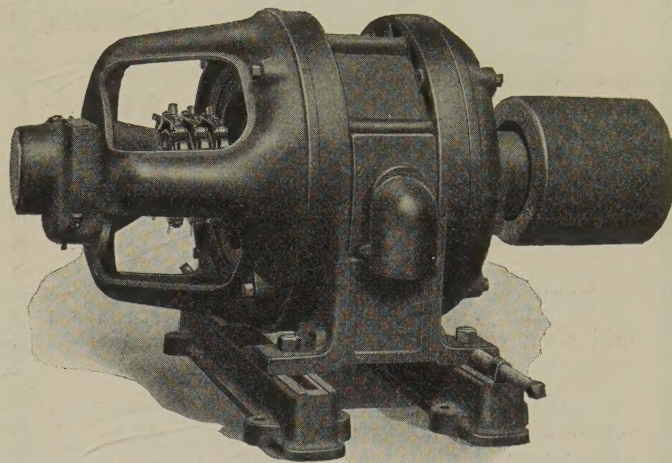
340-342 Produce Exchange, NEW YORK, N. Y.

ALLIS-CHALMERS

Polyphase Induction Motors



Type "AR" Squirrel Cage Motor



Type "ARY" Slip Ring Motor

Constant and Variable Speed 60 and 25 Cycle

Type "AR" and "ARY" motors are designed with exceeding ruggedness, cast steel in place of cast iron being a prominent feature.

They are of the riveted steel frame type. The stator end frames and feet are integral and are made from electric steel castings, insuring a very rigid construction and eliminating any possibility of broken feet.

The method of ventilation is very effective, resulting in even cooling and avoiding "hot spots."

Shafts are very rigid and stiff, while bearings are of liberal design with spacious oil wells.

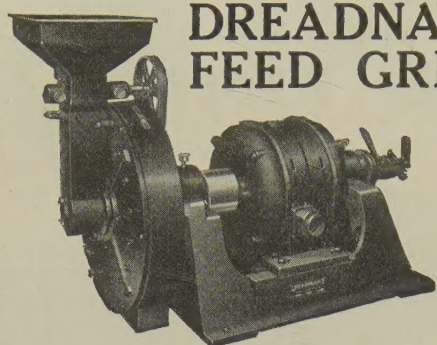
Insulation is of highest grade, stator being treated with baked-on insulating varnish, making the whole structure dust and moisture-proof.



PRODUCTS:

- Electrical Machinery
- Gas Engines
- Steam Engines
- Steam Turbines
- Condensers
- Oil Engines
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- Centrifugal Pumps
- Mining Machinery
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- Crushing Machinery
- Cement Machinery
- Flour Mill Machinery.
- Saw Mill Machinery
- Air Compressors
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- Farm Tractors
- Power Transmission Machinery

ALLIS-CHALMERS MANUFACTURING CO.
MILWAUKEE, WIS. U.S.A.



DREADNAUGHT FEED GRINDER

WELL
KNOWN

WELL
LIKED

A GOOD INVESTMENT

"Using up" an old, inefficient feed grinder is not economy. A DREADNAUGHT installation will soon return its cost in the larger margin of profit it will show.

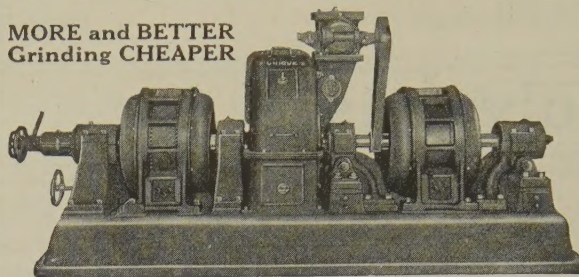
An old feed grinder is a luxury, especially when competition is keen. Maybe YOU can afford it, but DREADNAUGHT owners spend their money some other way.

Trade in your old feed grinder for a DREADNAUGHT and bank the profits which are getting away. Write for prices and full description.

BRYANT ENGINEERING COMPANY
PORT HURON, MICHIGAN

For Greatest Profit In Feed Grinding, Employ The **UNIQUE** BALL BEARING ATTRITION MILL

MORE and BETTER
Grinding CHEAPER



The patented curved arm runnerhead admits of producing a greater volume of grinding.

The tramping device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

We shall be glad to send you complete description on request. Write us.

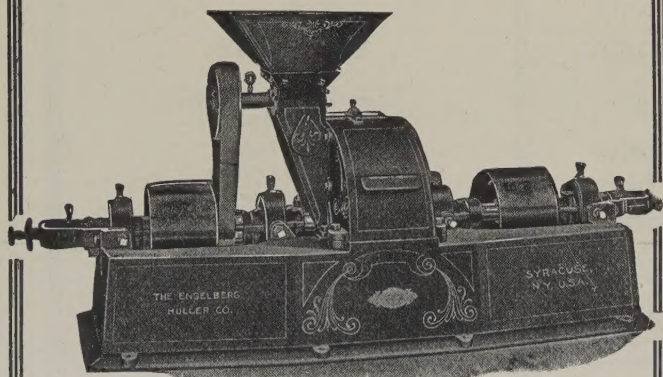
ROBINSON MFG. CO.

42 Robinson Bldg.

MUNCY, PA.

CHICAGO OFFICE—111 W. JACKSON BLVD.

The "HALSTED" HAS NO EQUAL



No Seal Rings
Scientific

Positive Feed
Economical

Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

THE ENGELBERG HULLER CO.

Incorporated

SYRACUSE, N. Y., U. S. A.

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (250 pages) \$1.50

Form 19GT Triplicating (375 pages) 2.00

Grain Dealers Journal

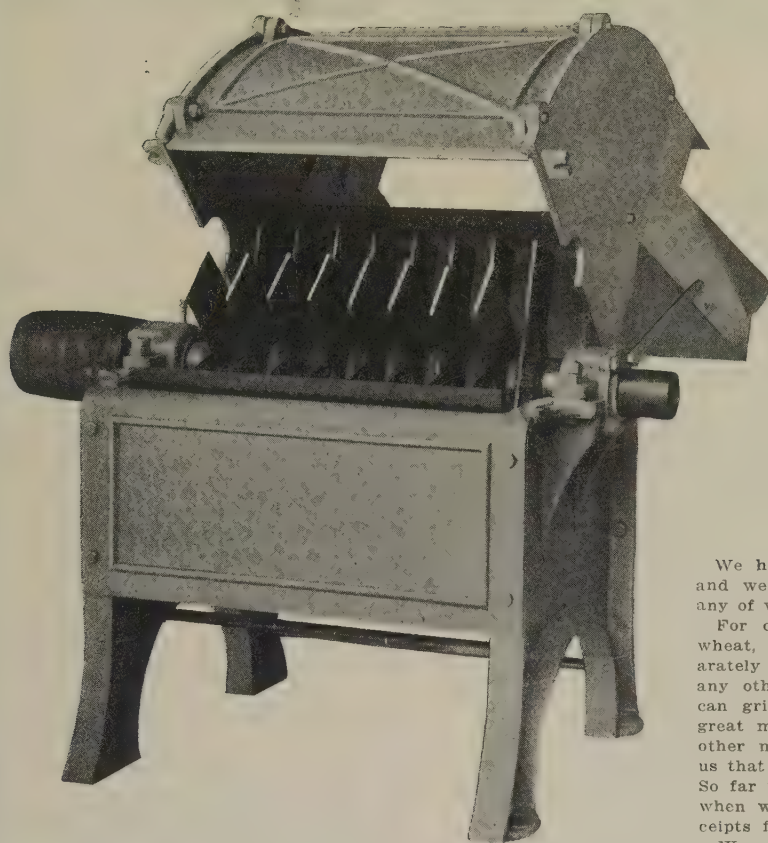
309 So. La Salle St.

Chicago, Ill.

W-W Hammer Type Feed Grinder

Grinds Oats, Corn (Ear or Shelled), Barley and All Other Grains to Any Fineness, Also Alfalfa, etc., Without Extra Attachments

Make Your Own Mixed Feed!



Four Sizes—Elevator or Blower if Wanted

Read What These Users Have to Say:

We are satisfied with our W-W Feed Grinder in every way and judging by the amount of our repeat business it is satisfactory to our farmer patrons.

As a revenue producer we find that it adds materially in reducing the amount of our overhead expenses. There has not been a month since its installation that it has failed to pay the entire power bill for the operation of our elevator and half of our labor expenses.

We are expecting it to pay for itself several times next year.

GUILD GRAIN CO.,
Fairland, Indiana.

We have been using the W-W Feed Grinder for about six months. It is giving good satisfaction and we are very much pleased with it.

WM. NADING GRAIN CO.,
Greensburg, Ind.

We have been using the W-W Feed Grinder for a year and we have had nails, rocks, bolts and nuts go into it, any of which would perhaps have ruined a burr mill.

For crushing corn in the ear, for grinding corn, oats, wheat, rye, soy beans or any other grains, either separately or mixed together, we have found it superior to any other mill we have ever used. It is speedy and we can grind to any degree of fineness desired. We have a great many satisfied customers, some of whom live nearer other mills. Many of our farmer customers have said to us that it does the best job of grinding they have ever had. So far we have not paid out one cent for repairs; whereas when we used plate grinders it took practically all our receipts for grinding to buy repairs.

Were we in the market for another grinder we would purchase the same kind again.

REEVES GRAIN & FUEL COMPANY,
Charlottesville, Indiana.

Economical, Large Capacity

Freedom From Breakdowns and Repairs—Less Power Required

Write for Descriptive Matter and Samples of Ground Feed

THE W-W FEED GRINDER CO., Mfgs.

Wichita - Kansas



Americans will not wait

Accustomed to instant communication by telephone and telegraph, our military authorities realized in the late war that the American Expeditionary Forces could not depend on the communication services of Europe.

The necessary plans, materials and engineers were sent over in ship loads. A world record was made by the Signal Corps in establishing lines of communication indispensable to every branch of the army. In a surprisingly short time, every American general in France had at his disposal the communication facilities to which, in America, he had been accustomed.

Europe was sometimes startled by the amazing methods of the telephone workers from overseas. The American-trained Signal Corps units invariably sought the shortest way, overcoming all natural obstacles to extend the needed means of communication.

The Americans were not content to wait. They expected and demanded the same ever-ready telephone connections which they had at home. The Bell System has set a world standard for prompt attention and continuous service.



AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES

BELL SYSTEM

One Policy, One System, Universal Service

CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." E. W. Wait, Jacobburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

N. P. BOWSHER CO., SOUTH BEND, IND.

10,000 SHIPPERS
Are now using

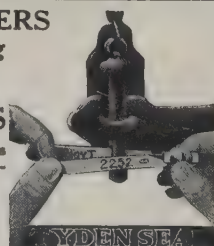
TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES
Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice President
617 Railway Exchange Bldg., Chicago, Ill.



Cover's Dust Protector

Rubber Protector. \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
Box 404 South Bend, Ind.



McMillin Wagon & Truck Dump

Are you quite the modern fellow
That your neighbor Jones, here, is?
Have you got the best equipment
Takes to get and keep the Biz?
If you think that you're awaitin'
For a better day,
Other fellows all around you,
Ain't a thinkin' jest that way,—

Don't go takin' Life too easy,
Don't be feelin' quite so mild.
You may think your neighbor Jones, here
Is a actin' kinda wild.
But when every one gets busy,
And the Mills all hum a tune,
He will make your head go dizzy
For the wagons and the Big Trucks will
Be comin' mighty soon
To his modern elevator, with equipment
Up to date.
He'll be writin' up his new ones on that
doggone little slate.

If you haven't made the move yet,
Well you'll surely feel the bump.
So get busy—Mr. Wait Yet,
And install McMillin's Dump,
For we're sure you're quite the fellow
That your neighbor Jones, here is,
And we know you want equipment
That is just as good as his.

Address

L. J. McMILLIN

525 Board of Trade Bldg.,
Indianapolis, Ind.

WHY - A - LEAK —STOP IT—

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

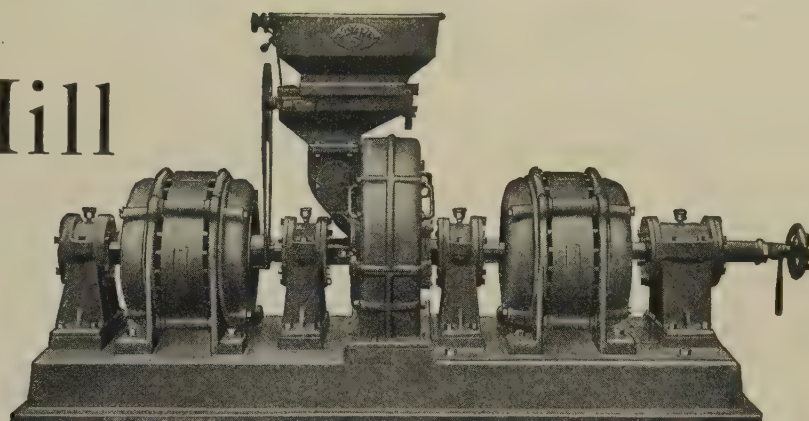
THE KENNEDY CAR LINER & BAG COMPANY

SHELBYVILLE, IND.

Canadian Factory at Woodstock, Ontario

MUNSON Attrition Mill

*Lowers
Grinding
Costs!*



Tests made from time to time with plates of different design, compared with the under-cut rib plate, have always demonstrated the superiority of the under-cut rib. The Under-Cut Rib Plate is considered standard equipment for the Munson Attrition Mills.

The Munson split case makes the plates easy to get at in five minutes. Absolutely dust-tight.

Ball Bearings save power, wear and trouble.

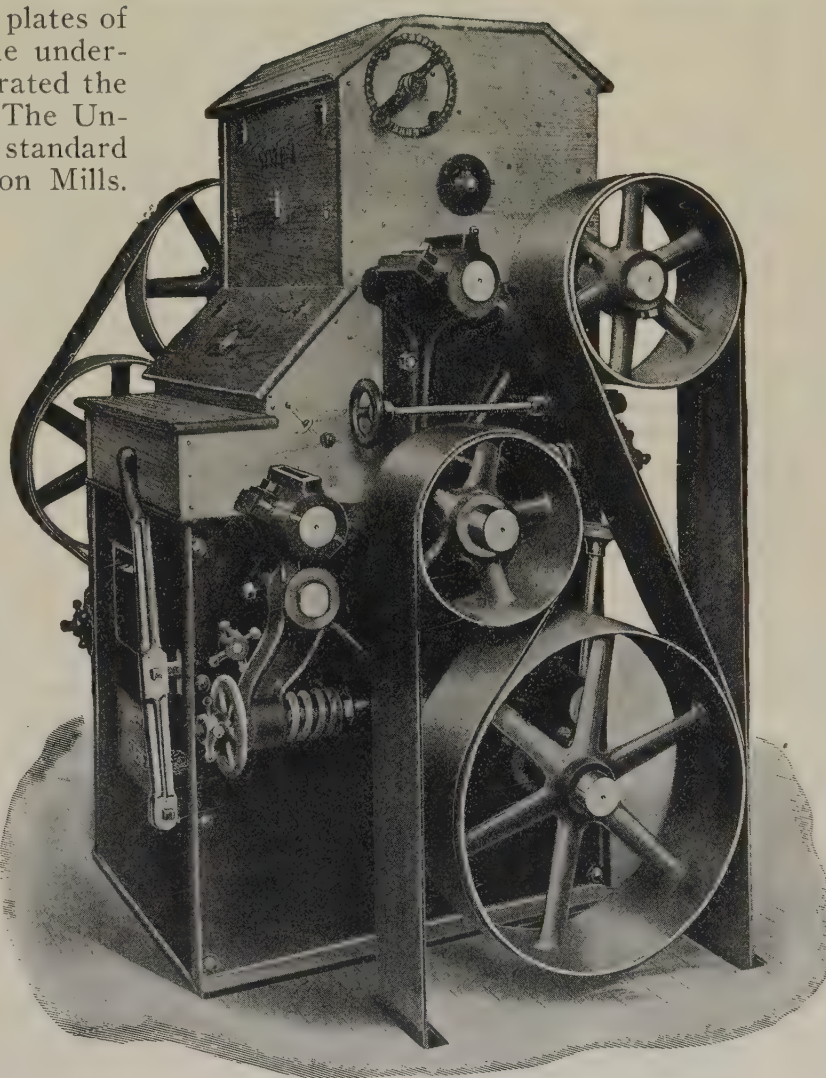
Both Belt and motor driven types.
Write for further information.

Strong-Scott Feed Mill

*Becomes more
popular every year*

This machine has made a big name for itself — due to its dependable work, long life, handy adjustments and its unequalled Strong-Scott corrugations.

Made in capacities for every requirement. Write us for details.



Everything for Every Mill and Elevator

The Strong-Scott Mfg Co.

Minneapolis Minn.

Great Falls Mont.

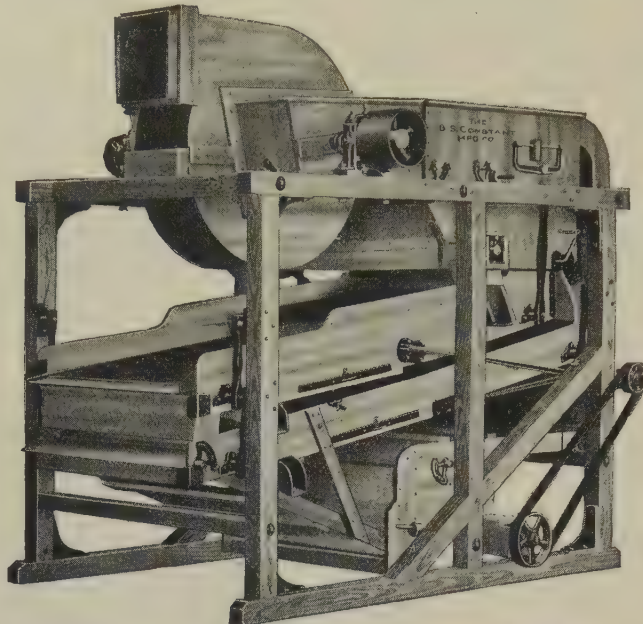
In Canada: The Strong-Scott Mfg. Co. Ltd. Winnipeg



Are You Ready for Delivery of the New Crop? We Are Ready to Work With You

*Here Are a Few
Suggestions*

Belting
Buckets
Boots
Bearings
Car Movers
Chain
Chain Drags
Clutches
Cleaners
Conveyors
Distributors
Dumps
Flexible Spouts
Gears
Manlifts
Pulleys
Rope
Shafting
Shellers
Turnheads



U. S. DOUBLE GRAIN CLEANER—For Corn and Cobs and Small Grain

You have depended on the Constant line for many years and the new organization is on its toes to make you even more dependent with a cooperation and service that will make your dealings with us profitable and pleasant. May we serve you frequently.

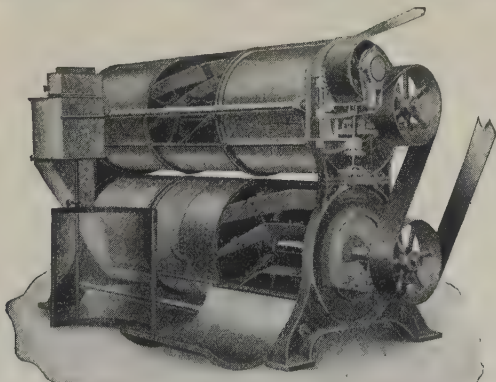
Constant XX Century Corporation

Manufacturers of Grain Elevator Equipment
and XXth Century Flour Mill.

Bloomington, Illinois

What is the Universal Cleansing Agent?

WATER!



The Wolf-Dawson Wheat Washer and Drier

*It Uses Water—Friction—Air
—Centrifugal Force*

The Wolf-Dawson Wheat Washer and Drier takes full advantage of the cleansing properties of water, and applies, in addition, friction, centrifugal force and currents of air. The result is a thoroughly clean wheat. Where dry cleaning stops this machine begins its most valuable work. The dirt which lies embedded in the crease of the wheat berry is dislodged, and all smut and clinging substances, that cannot be removed by dry scouring methods, are washed away.

Send for our latest descriptive Wheat Washer Bulletin

THE WOLF COMPANY

Dept. J

Chambersburg, Pa.

WHAT DO YOU NEED?

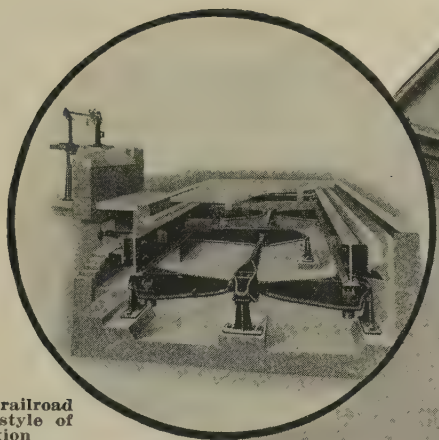
to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Grain Tables
Agricultural Gypsum	Lightning Rods
Attrition Mill	Magnetic Separator
Bag Closing Machine	Manlift
Bags and Burlap	Moisture Tester
Bearings { Roller	Mustard Seed Separator
Bearings { Ball	Oat Bleachers and Purifiers
Belting	Oat Clipper
Bin Thermometer	Oat Crusher
Boots	Pneumatic Conveying Equipment
Buckets	Portable Elevator
Car Liners	{ Oil Engine
Car Loader	{ Gas Engine
Car Mover	{ Motors
Car Puller	Power Shovel
Car Seals	Radio Equipment
Cleaner	Railroad Claim Books
Claim (R. R.) Collection	Renewable Fuse
Clover Huller	Sample Envelopes
Coal Conveyor	Scales
Corn Cracker	Scale Tickets
Conveying Machinery	Scarifying Machine
Distributor	Self-Contained Flour Mill
Dockage Tester	Separator
Drain Circulating Pump	Sheller
Dump	Siding-Roofing { Asbestos
Dust Collector	{ Steel
Dust Protector	Silent Chain Drive
Elevator Brushes	Speed Reduction Gears
Elevator Leg	Storage Tanks
Elevator Paint	Spouting
Feed Mill	Testing Apparatus
Fire Barrels	Transmission Machinery
Fire Extinguishers	Transmission Rope
Friction Clutch	Waterproofing (Cement)
Grain Driers	

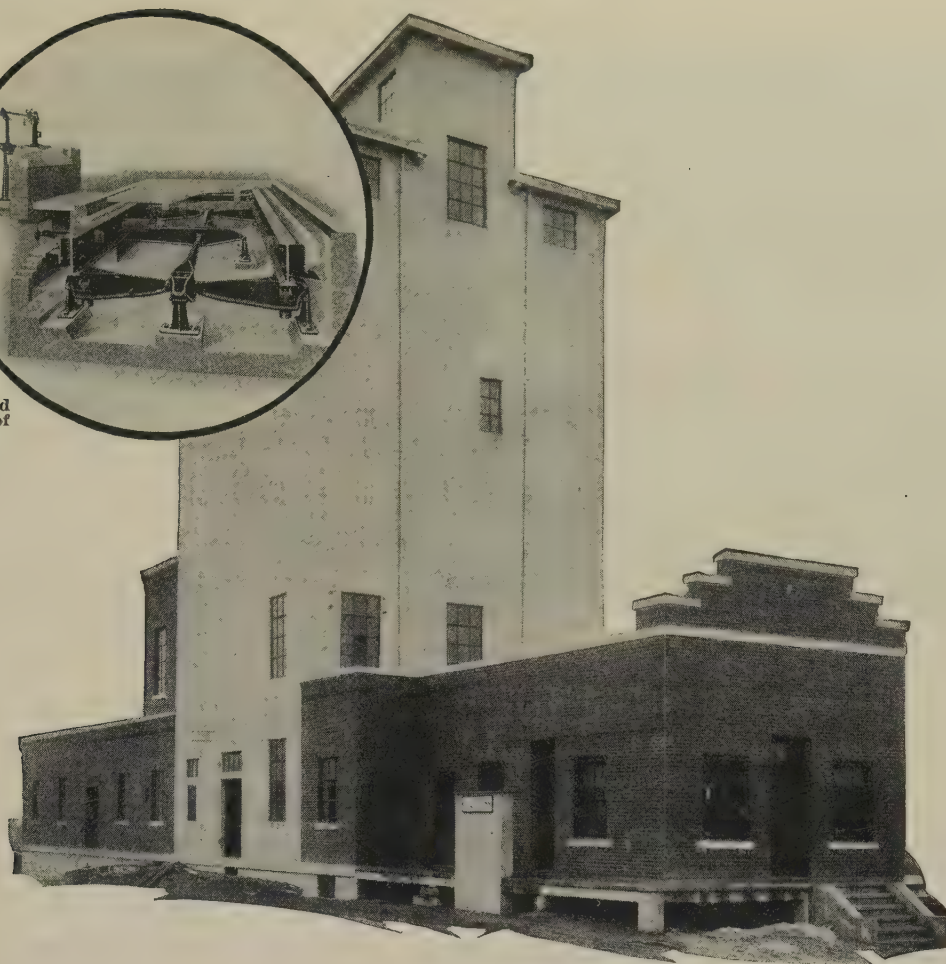
Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

Information Buro

Grain Dealers Journal, 309 So. La Salle St., Chicago



Note rugged railroad track scale style of construction



Even the "heavy scale" of yesterday is too light for motor trucks

Many a "good old wagon" has been forced aside by the motor truck and in the same way many a good old wagon scale has failed under the load of the heavy truck—a load it was *not built to stand*.

Thousands have found that the wagon scale is going the way of the wagon and they have met the new condition with the scale that is equal to any strain that heaviest motor truck weighing can impose now or in years to come.

The Fairbanks Type "S" Motor Truck Scale is specially designed to stand the gaff of the auto truck—the impact on the platform, the strain on the scale caused by concentrated weight on the rear axle. The principles used in its construction have been tested for accuracy and stamina

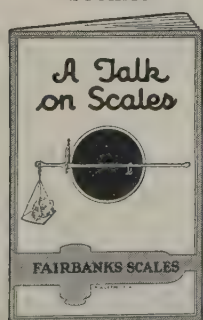
in Fairbanks Railway Track Scales and enormous Fairbanks Hopper Scales.

The same ruggedness—the same unerring accuracy—has been built into the Type "S" Truck Scale—the scale that is ready to give you faultless service for a lifetime.

Thousands of dealers are prepared to handle their grain on Type "S" Scales. There is no danger of overstrained or distorted scale parts giving inaccurate readings—no chance of disastrous failure at the peak of the season.

One of our representatives will show you why the heavy weighing of today demands this super-scale. The coupon below will bring your copy of the interesting booklet, "A Talk on Scales."

Coupon brings this informative booklet



FAIRBANKS SCALES

NEW YORK
Broome and Lafayette Sts.

CHICAGO
900 S. Wabash Ave.

And 40 other principal cities in the United States

(Mail to office most convenient)

FAIRBANKS SCALES, Dept. S-C-5,
Broome and Lafayette Sts., New York,
900 S. Wabash Ave., Chicago.

Please send your booklet, "A Talk on Scales," also Type "S" specifications.

Name

Address



An actual dust explosion: Upwards of 100 safety vents operated by a total loss of about \$50 explosive pressure.

Our engineering department will gladly aid in solving any of your problems. Correspondence invited.

W. F. CANAVAN

100 Belgrade Ave., N. D. G.

Montreal, Quebec

The Canavan Safety Venting System is standard equipment in Montreal Elevators, Annex B, 1, 2 and 3.

CANAVAN

Safety Venting System

Spells Safety—

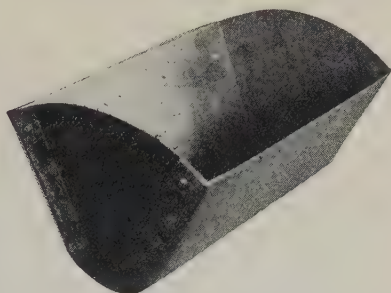
Confined Pressure Means Disaster

Would your elevator walls act this way in an actual explosion?

Are you jeopardizing human life and property by ignoring the efficiency of simple safety venting measures?

This house, illustrated here, was never out of commission. How about yours?

Increase the Capacity of Your Elevator



WELLER "SUPER - CAPACITY" ELEVATOR BUCKETS WILL DO IT

Perfect discharge at low or high speed.
Substantially constructed of heavy sheet metal.
Riveted at each corner. Spot welded on laps.
Reinforced with extra thickness of steel on the back.
High or extended sides prevent side spillage.



Send for Descriptive Circular and Price List

WELLER MFG. CO.

1820-1856 N. Kostner Ave.

CHICAGO

"HOW LONG WILL IT LAST?"

The all-important question to consider when buying a protective paint.

Dixon's Silica-Graphite Paint gives better protection for all metal or wood work at lowest cost per year and saves frequent repainting.

It is not affected by acids, fumes, dampness, heat or cold, and dries into a smooth **elastic** surface that will not peel, crack or flake off.

Many users of Dixon's Paint have certified to its long service records of from five to ten years and even longer.

Write for records in your field and Booklet 15-B.

JOSEPH DIXON CRUCIBLE CO.

Jersey City,
N. J.



Established
1827

DIXON'S

SILICA GRAPHITE

PAINT

Globe Elevator Company

OPERATING
GLOBE ELEVATORS WEST SUPERIOR WIS. CAPACITY 5000.000
PEAVEY DULUTH TERMINAL DULUTH MINN. CAPACITY 5000.000

Duluth

Dec. 29th, 1924



F. B. WELLS, PRESIDENT
E. H. BRADLEY, VICE-PRES.
P. T. REPPENHAGEN, VICE-PRES.
C. F. CLAVER, TREASURER
C. C. BLAIR, SECRETARY

Richardson Grain Separator Co.,
Minneapolis, Minn.

Attention Mr. C. T. Thorbus

Gentlemen;— I have delayed answering your inquiry as to how we have been getting along with the Simplex Cleaners that you installed at our Peavey and Globe Elevators, as I have been very busy and also had a desire to know how they would go through the entire crop before reporting. I can now report that the three machines in our Globe No. 1 House have given entire satisfaction, both as to capacity and clean work. They are thoroughly constructed, run smooth and quiet.

We have been running the _____ for years at both the Globe and Peavey and to satisfy ourselves definitely as to the difference between the two makes of machines for capacity and clean work we spouted a bin of No. 12 wheat carrying six percent dockage to two No. _____ and to two Simplex Cleaners and found the _____ delivered 1400 bus. of wheat per hour from two machines still carrying 2.6% dockage and throwing a great deal of wheat with the oats and the two Simplex Machines delivered 2100 bus. of wheat per hour passing inspection at one percent and the mill oats were free of wheat.

We considered this a fair test and have found the same uniform difference in the capacity and quantity of the work done on several tests made during the season.

Our superintendent Mr. Pelto at the Globe House claims that he has had no difficulty in cleaning every car over the Simplex Machines down to one percent with one operation during the entire season and we consider this very exceptional work and it is our plan now to replace all our _____ with Simplex Cleaners before another crop year. We find from actual results obtained on this crop that in 145 days run the additional capacity and better work of the Simplex would warrant us doing this.

At the Peavey Plant we have had some difficulty in our suction on account of not enough cyclone capacity - we are now installing two new cyclones to correct the air suction on the two Simplex Machines installed at the Peavey

We wish you success with your new Simplex.

Yours very truly,

Supt. Globe Elevator *C. T. Thorbus* Gen. Supt.
SFS *W. H. Pelto*

[Proof of Simplex Superiority]

The superiority of SIMPLEX GRAIN SEPARATORS is proved by testimonials such as the one reproduced above.

Put a SIMPLEX to work on your next grain cleaning job and then you will be writing us letters like this one.

Write us for complete information on SIMPLEX GRAIN CLEANERS. They do the job better.

Richardson Grain Separator Co.

1179 15th Avenue South East

Minneapolis, Minn.

SULPHUR

Highest quality for bleaching grains. Guaranteed 99.5% pure and entirely free from arsenic. Quick shipment from mines or nearby stocks.

TEXAS GULF SULPHUR COMPANY

GENERAL OFFICES:

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New York
N. Y.

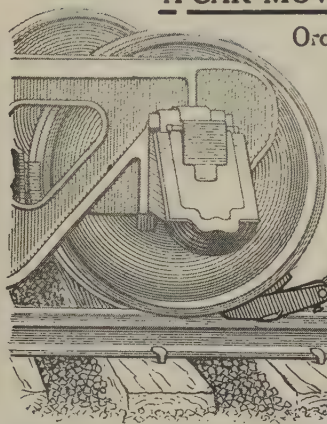
MINES:

Gulf
Matagorda County
Texas

WESTERN REPRESENTATIVE:

F. W. Lewis
7 So. Dearborn St
Chicago, Ill

A CAR-MOVER WITH THE "PUSH"



Order one on 30 days' FREE TRIAL. Freight both ways paid by us if you don't find it worth the price and then some.

Get it from your dealer

The New Badger
ADVANCE
Car-Mover Co.
Appleton, Wis.

Look for the word "New Badger"--it identifies our product



Grain Mktg. Co
Chicago
Northrup-King Co.
Minneapolis
Quaker Oats Co., 5
Plants
B. & O. Elevator
Baltimore
J. C. Hunt Grain Co.
Wichita Falls, Tex.
Santa Fe Elevators
Kansas City
Capitol Elevator
Duluth

We have equipped 75% of the terminal elevators built or equipped during the last 20 years in the U. S. and Canada. You can profit by this experience.

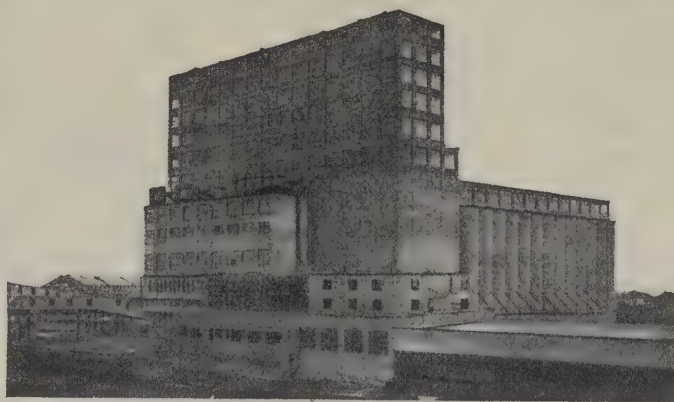
Write us for particulars.

Cyclone Blow Pipe Co.

2542-52 W. 21st St.

Chicago, Ill.

Two Richardson Automatic Grain Scales



BALTIMORE & OHIO RAILROAD TERMINAL ELEVATOR,
BALTIMORE, MARYLAND. 3,800,000 BUSHELS

installed in the Marine Tower of this elevator weigh the grain unloaded from the bay boats into bins.

Automatic Shipping and Receiving Scales of all sizes for both Country and Terminal Elevators

Richardson Scale Company
Passaic, New Jersey

NEW YORK

BOSTON

MINNEAPOLIS

CHICAGO

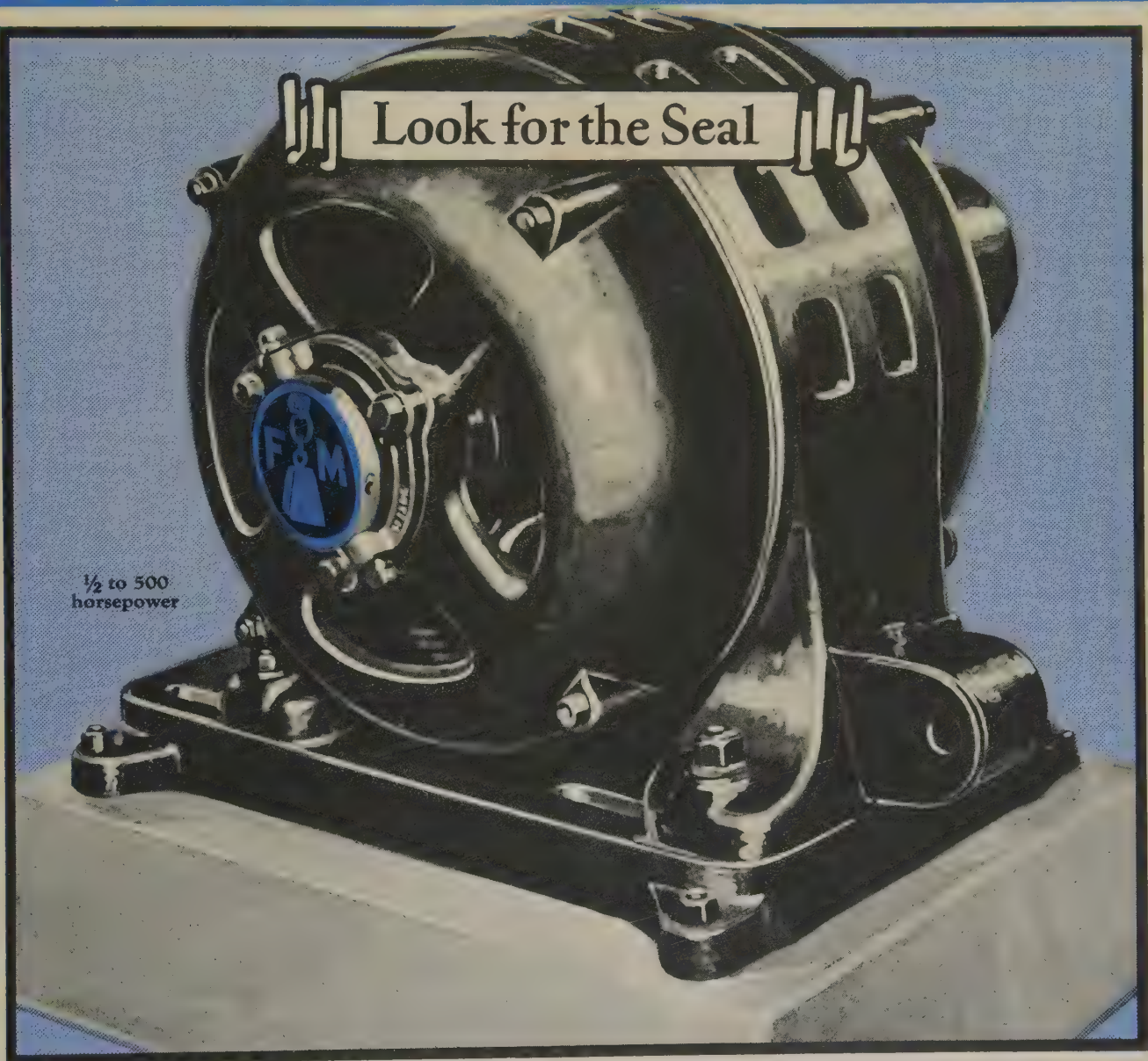
OMAHA

WICHITA

LOS ANGELES

MEMPHIS

FAIRBANKS-MORSE



Pioneer Manufacturers
OF
ball bearing motors

A-748-825103 M



Sturdy motor frames and broad, solid feet

assure operation year in, year out

Broken teeth, stripped gears and worn chains result from yielding motor frames on gear or chain drives. The expense of a shut-down cannot be measured by the cost of a replacement part or the cost of labor required for repairing. To these must be added the loss due to interruption of the driven machine—delayed schedules—even loss of the entire production of the plant.

When you choose the sturdy Fairbanks-Morse motor, you *know* that pinion or sprocket will stay put. Where there is a *real* pull, as on heavy chain drives, the unyielding frame and the broad, solid feet will not—*cannot*—give.

Another thing, if it's the Fairbanks-Morse Ball Bearing Motor, you know it will run a year without greasing. Then, one man in twenty minutes can repack it ready for another year's use.

Without question the dependability in operation of Fairbanks-Morse motors is responsible for their universal popularity among users. They are always ready to go when they are needed.

If you are interested in dependable power, a letter will put you in touch with an experienced representative.

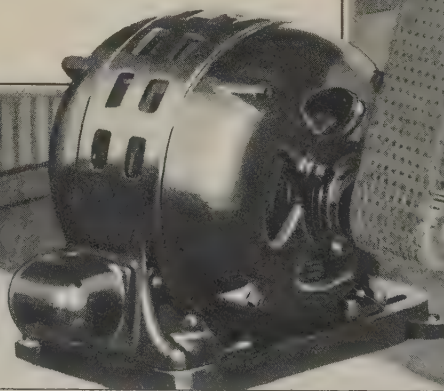
Write to Fairbanks, Morse & Co., Indianapolis factory, Indianapolis, Ind.

FAIRBANKS, MORSE & CO., Chicago

Manufacturers • Electrical Machinery, Oil Engines & Pumps

25 branches throughout the United States at your service

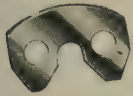
Fairbanks-Morse gave the ball-bearing motor to industry



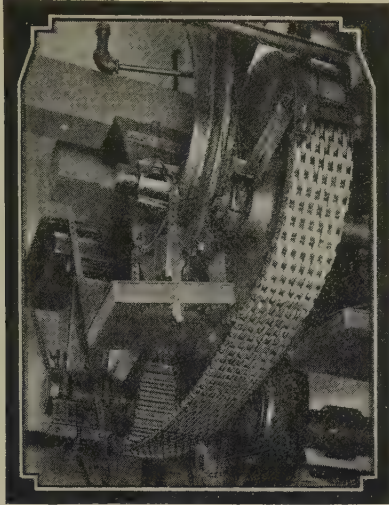
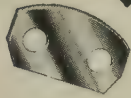
FAIRBANKS-MORSE motors and generators



Simplicity Plus 98% to 99% Efficiency



A 27 H.P. American Drive in the
Sherwin-Williams Plant Chicago



*Get the Power
You Pay For*

Every finished unit represents a certain amount of power used. It should represent the absolute minimum.

Yet think of the power wasted! It is safe to say that three times the necessary power is used per average unit.

It is impossible or impracticable to eliminate all waste in power, but in the field of power transmission it is easy and good business to transmit 98% to 99% of the power. This can be done with American High Speed Chains. No other means of power transmission—belts, gears, etc.—give such high efficiency. They keep the driven machines up to their rated speed and produce more work.

American High Speed Chains are the simplest in construction. They require practically no attention—and they last! Let one of our engineers help you figure the possible savings.

Wire or write

AMERICAN
HIGH SPEED CHAIN CO.

Indianapolis, Ind.

NEW YORK, N. Y.
50 Church St.

CHICAGO, ILL.
Monadnock Bldg.



Simplicity Plus 98% to 99% Efficiency

ALL STEEL TRAPP DUMP

The
Standard
in Square
Lift
Dumps
Since 1918



Requires no joists to be cut or removed in order to install, making it easiest to install.



Cut shows horse guards removed in order to show construction.

The Best
Stabilized
Square
Lift Dump
on the
Market
Today.

Both frame and cylinder can either be hung from scale or driveway or set on separate concrete foundation.

Address Dept. "D" for Blue Prints or further information.

Also Manufacturers of the Globe Combination
Truck and Wagon Dump.

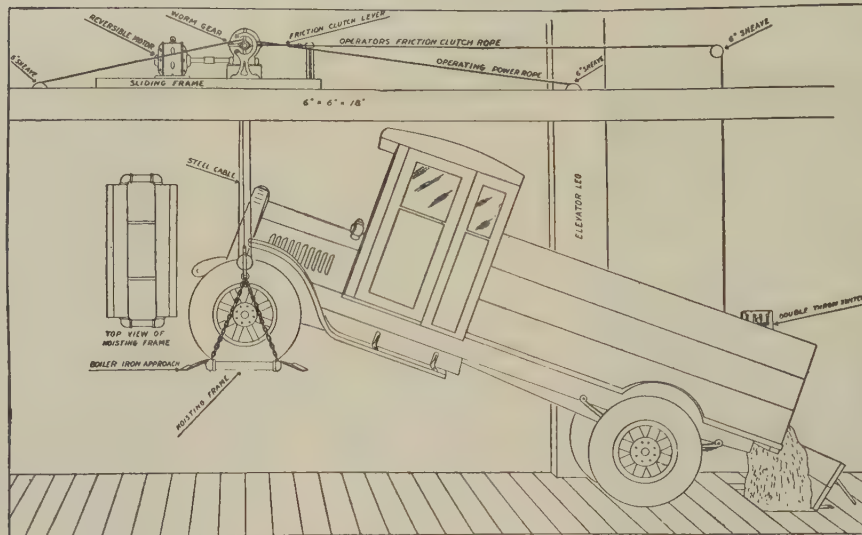
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Globe Machinery & Supply Co.

Des Moines, Ia.

LORD'S TRUCK & WAGON DUMP

Master of Them All

For
SAFETY
FIRST,
LAST
and
ALWAYS,
INSTALL
LORD'S
TRUCK
DUMP



BEWARE
of the
HIGHER
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PRICE
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DUMPS

WILL DUMP ANY LENGTH truck or wagon into one or more holes.
ABSOLUTE LOCK at any height.
MOTOR and WORM GEAR furnished with dump.
10 CENTS per day is entire cost of operating. NEVER MORE.

NO

AIR TO LEAK.
AIR TO CONDENSE and FREEZE.
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WAITING TO START first thing in the morning.
EXCAVATION or CEMENT WORK in installation.

EASY to operate.
SAFEST to operate.
NO CHANCE to HURT TEAM.
USED on ANY SCALE without interference of any kind.
ABSOLUTELY lowest cost INSTALLED.

100% SERVICE AT ALL TIMES

For Detailed Information, Prices and Descriptive Circular, Write

LORD'S UNIVERSAL TRUCK & WAGON DUMP CO.
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Lightning

Won't strike your
Elevator IF—

It is protected by the Dodd System. Enormous losses were sustained last year by elevator companies and you have no assurance that yours will not be next unless you protect it.

The saving in cost of insurance will pay for the installation. Have your elevator rodded now and know that building and contents are safe. We have a man near you who will give personal service.

Write for our "Lightning" book, a very interesting presentation of this important subject.

DODD & STRUTHERS

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Des Moines, Iowa

USE THIS COUPON

Dodd & Struthers, 122 Eighth St., Des Moines, Iowa.

Please mail your "Lightning" Book without obligation, to

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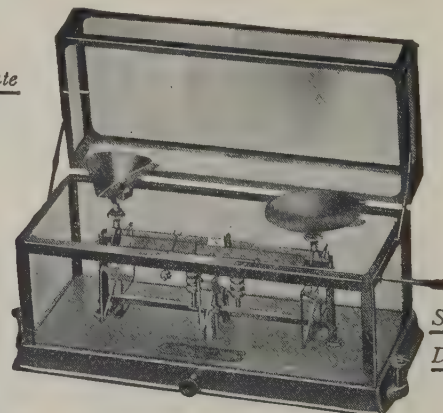
Extensively used by U. S. Dept. of Agriculture,
Federal and State Grain Inspection Departments,
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Grain Testing and Arbitration Scale No. 5055

For determination of percentage of damaged kernels; foreign material other than dockage; wheat of other classes; acidity test of corn, etc.

Accurate

Rapid



Sensitive
Durable

No. 5055

TORSION BALANCE CO.

New York

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ALL
STEEL **TRUCK LIFT**

Actually costs less installed than most other reliable devices—because

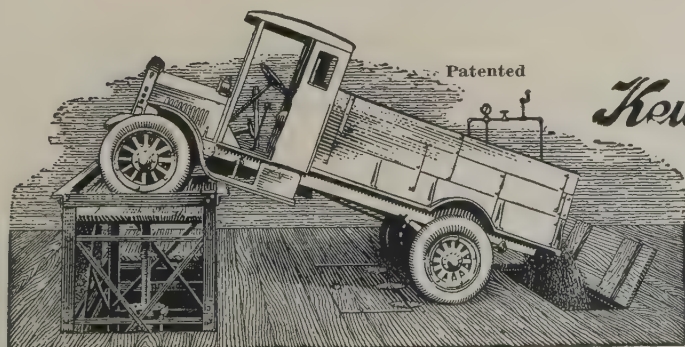
1. It reaches you in four major units—completely assembled. It is not a “cut-and-fit” outfit which you must assemble on the job. That relieves you of the trouble and expense of assembling.

(And: Truck dumping devices take the same freight rate whether set-up or knocked-down. So, there is no freight saving in buying a knocked-down device.)

2. You don't need to build any costly inclines nor make any expensive alterations in your driveway. Seldom are more than 3 joists cut—and these are spliced and used.
3. Any handy-man who can work concrete, and use a pipe wrench, saw and hammer, can install the average Kewanee job in less than 2 days, with one common helper.
4. The only material you need to buy is 50 or 60 feet of $\frac{1}{2}$ -inch pipe, a few common fittings and a few sacks of cement and gravel.

When we tell you that a Kewanee actually costs less installed than most other reliable devices, we are giving you facts which have been proved by installations in some of the leading elevators.

Sold and installed by most all good elevator contractors. If yours does not have blue prints and prices, write us direct.



Kewanee Implement Company

Kewanee, Illinois

Southwestern Distributors

Fairbanks, Morse & Co., Kansas City, Mo.



"Eureka" - "Invincible" Grain Cleaning Machinery



The Kimbell Milling Company's Elevator, Fort Worth, Texas

Designed and Built by the Jones-Hettelsater Construction Co. of Kansas City, Mo.

ON April 8, 1924, we furnished for this plant a 6000-bu. "Invincible" Separator and a 1500-bu. "Invincible" Oat Clipper. These machines proved so satisfactory to the owners that seven months later they ordered another 6000-bu. "Invincible" Compound Shake Separator to take care of the increased volume of business.

"Eureka" and "Invincible" Grain Cleaners
will always be as good as we know how to build them.

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 F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.

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S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY

European Branch: 64 Mark Lane, London, E. C., 3, England



40 Mile Trips, Twice A Day With Ford Ton Truck

When customers, located forty miles away, get service twice a day, there is little more they can ask.

Naturally Maiser Bros., Waconia, Minn., are pleased with their Ford Truck and the results they are securing from its operation.

Ford trucks open up new fields and provide customers at a distance with service equal to that afforded to those nearby.

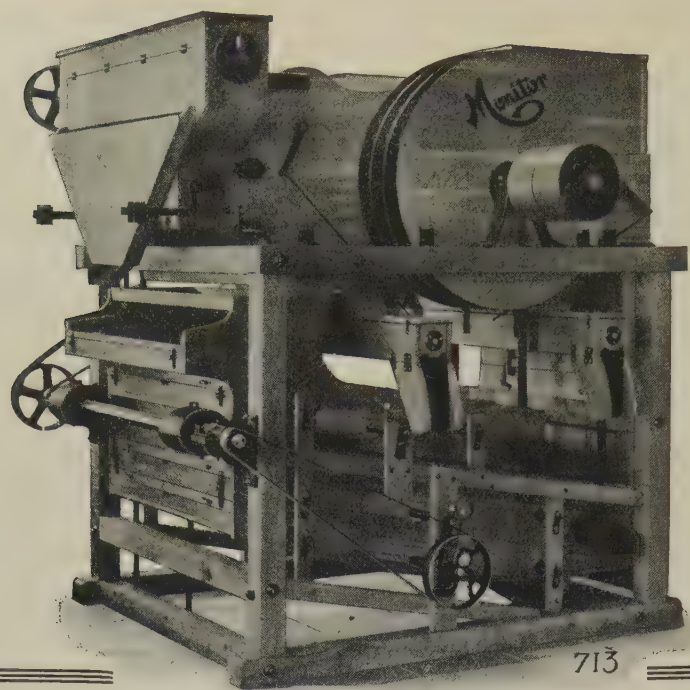
Ford trucks are fast, easily managed in traffic and inexpensive to operate. They make an ideal delivery unit for the milling business where sturdy, dependable service is essential.

If these facts and figures interest you, ask your Authorized Ford dealer to show you how Ford Products can be applied to your business at a saving in time, labor and money.

Ford One Ton Chassis \$365 f. o. b. Detroit

Ford

CARS • TRUCKS • TRACTORS



Hand Picking of Beans Costs Money

and there is a lot of it done unnecessarily. Because any Bean Plant using the MONITOR Bean Polisher, Separator and Grader finds that this machine automatically reduces the amount of material that he formerly got by hand picking, considerably. It recognizes all differences but color and it will pay any bean man to use it.

Why not fix up to get all the profit there is in your Beans? There is no surer way than to use a MONITOR.

Better write us. No obligation involved and you may profit by it.

We export a large number of this particular machine.

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Department B

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Hotel.

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J. J. Ross Mill Furn. Co.

Canadian Plant:

Tillsonburg, Ontario.

You Can't "Flatten-Out" Water—So Concrete is Water-Absorbent

MILLIONS of tiny voids are found in practically all mass concrete due to a natural law that never deviates. It is not a matter of care, or labor, or knowledge; although every one of these can contribute to making the concrete less porous.

The reason for these voids is found in the natural law that *water is not compressible*. You cannot force it to occupy a smaller space whether the volume be one quart or one minute drop. You can squeeze it out—but in concrete work the facilities for exerting enormous pressures are not present.

Tamp the concrete as hard as you will. Some water will come to the top or be squeezed out, but down through the whole mass are millions of tiny excess drops of water that you cannot flatten out.

When the concrete dries, these excess drops dry too

and you have millions of little voids or pores where you once had water. These pores make concrete water-absorbent, and actually exert capillary attraction.

Because of the nature of these voids you can readily see that they cannot be filled up at any time. They're formed *after* the concrete is poured, and they're inaccessible after the concrete hardens.

In order to overcome this natural tendency of concrete to absorb water you must build up in the mass a water repellency greater than the absorption force exerted.

Medusa Integral Waterproofing *does* make any and all concrete water-repellent. The only requirement is that it be used carefully and intelligently. Medusa literature, explaining why Medusa Waterproofing makes concrete waterproof and how to use it correctly gladly sent on request.

To the man about to build a new elevator Medusa Waterproofing offers positive assurance of dry pits and basements.

To the man now suffering from damp pits and basements Medusa Waterproofing offers a remedy.

To both we offer our services in solving your difficulties.

THE SANDUSKY CEMENT CO., Dept. G. J., CLEVELAND

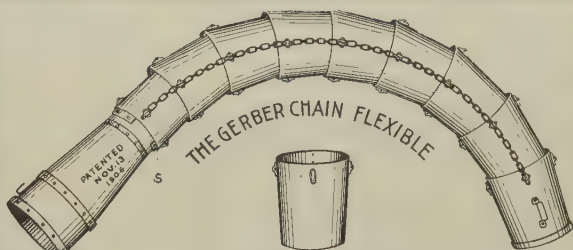
Manufacturers of Medusa Non-Staining White Cement, (Plain and Waterproofed); Medusa Waterproofing (Powder or Paste); Medusa Gray Cement (Plain and Waterproofed); and Medusa Cement Paint.

MEDUSA

WATERPROOFING

/ / / Powder or Paste / / /





Gerber 4-lug Chain Telescope Flexible Car Loading Spout; either round or square head.

GERBER

Grain Elevator Equipment



Minneapolis "V" Elevator Bucket

The time is drawing near when you will overhaul your old elevator or build a new one. When buying equipment order from Gerber.

Our New Gerber double and triple distributing spouts are the only practical spouts for elevator legs of two or three stands. All legs can be used to elevate into one bin or car at the same time, or can be used separately. Only one spout is required to run from distributors to each bin.

You have full control of your distributing. All spouts are operated from working floor.

We manufacture the best "V" bucket made. You can greatly increase the capacity of your legs if equipped with "V" buckets.

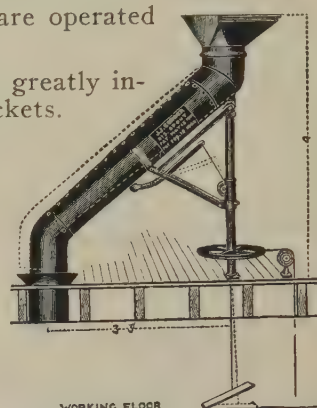
Get your elevator in order before the new crop starts to move. We can quote attractive prices on the best of everything in the grain elevator equipment line. Write us for catalog.



New Gerber Double Distributing Spout; with or without steel spout frame; also made for single and triple leg.

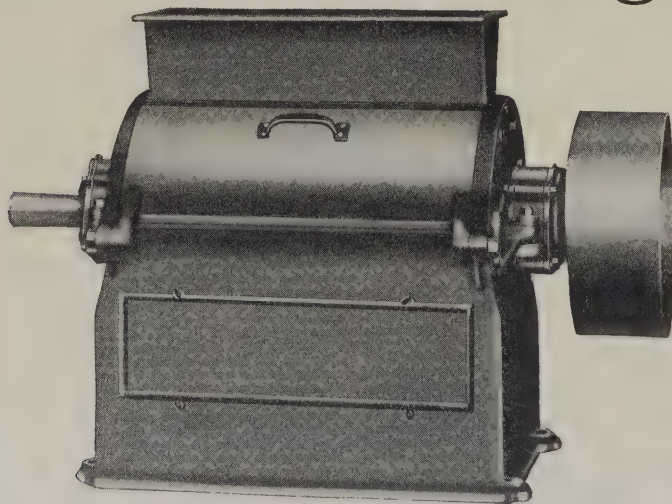
James J. Gerber

128 Sixth Ave. South
Minneapolis, Minn.



WORKING FLOOR
The Gerber No. 2 Distributing Spout.

Announcing —



Patents Pending

A MONARCH ACHIEVEMENT

THE MONARCH BALL BEARING ROTARY CORN CUTTER with NEW FEATURES

New features that enable the Miller to secure:

A bigger output with less power.

A larger percentage of coarse, uniform, high-grade steel cut corn.

Two exclusive features, ball bearings and a special screen arrangement make the remarkable results achieved possible.

Write now for complete information.

SPROUT, WALDRON & Co.

1202 SHERMAN ST., MUNCY, PA.

CHICAGO OFFICE
9 So. Clinton St.

KANSAS CITY OFFICE
612 New England Bldg.

The Monarch Mill Builders

A Kansas dealer, who advertised his elevator for sale in the Journal, at a stipulated price, received so many replies from prospective buyers he decided to keep it.

Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the \$2.00 in your pocket.



A "Known Quantity" in Modern Grain Elevator Equipment

WEBSTER service to grain elevator engineers and builders is based on an intimate knowledge of the grain elevator business coupled with an unusual ability to meet its particular conditions. This service has years of background, experience and development behind it. As a result Webster Grain Handling Equipment is a known quantity in modern elevator practice regardless of whether the equipment includes Marine Legs, Belt Conveyors, Elevators, Loading Hoppers, Spouting, or Power Transmission Machinery.

Engineers and Builders of Grain Elevators and Mills will therefore find it worth while to work with Webster Engineers on their grain handling problems. They will help you in selecting suitable equipment to meet your particular requirements. This service is at your disposal.

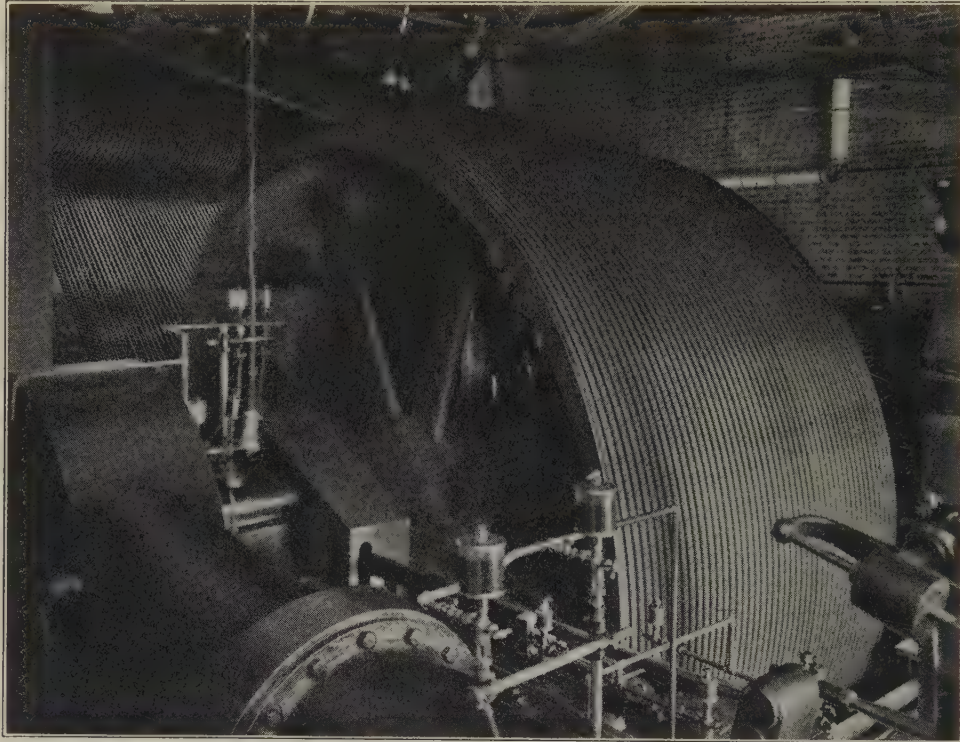
THE WEBSTER MFG. COMPANY
4500-4560 Cortland St., Chicago

WEBSTER

Grain Elevator Equip-
ment
Belt Conveyors
Car Loading Spouts
Marine Legs
Automatic Power
Shovels
Bucket Elevators
Distributing Spouts
Car Pullers
Dock Spouts

Webster Inglis Limited, Toronto, Ont.

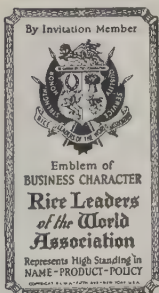
More About Service



Put into operation in 1917 and in splendid condition today, is the story the above illustration tells of *Columbian Transmission Rope*. This is but one of the many examples of how Columbian has solved the power transmission problems of various concerns.

It is manufactured to give long, steady, dependable service, and the volume of satisfactory results from its use warrants its investigation by every elevator operator.

The Columbian Book of Rope Transmission has been prepared especially for you and your copy will be sent for the asking.



Columbian Rope Company

322-60 Genesee Street

Auburn, "The Cordage City" N. Y.

Branches: New York Chicago Boston New Orleans



GRAIN ELEVATOR BUILDERS

Better Elevators

We have been building up-to-date elevators for 40 years and are prepared to build country elevators in wood or concrete at a reasonable cost. An inspection of any of the numerous plants which we have built will convince you that they are arranged so as to utilize all space to advantage and to facilitate operation with a minimum expense of power and labor. If you are interested in having such a plant, write us.

Reliance Construction Co.

Board of Trade Indianapolis, Ind.

Some supposed to be elevator *engineers* will tell you a concrete pit cannot be made water proof.

Would you buy an automobile of a vintage of ten years ago?????

Think this over when looking over plans.

Younglove Construction Co.

Sioux City, Iowa

We build concrete pits that ARE water proof.

J. E. STEVENS

53 Devonshire St. Boston, Mass.

Designer and Builder of

MODERN GRAIN ELEVATORS

L. J. McMILLIN ENGINEER and CONTRACTOR of GRAIN ELEVATORS

Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

A. F. ROBERTS

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GRAIN and COAL ELEVATORS T. E. IBBERSON CO. CONTRACTING ENGINEERS MINNEAPOLIS, MINN.

★ ★ The Star Engineering Company ★ ★

Specialists in
Grain Elevator Construction

Our elevators stand every test,
Appearance, Strength, Durability
and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

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Southwestern Engineering Company

Designers and Builders of

MODERN MILLS,
ELEVATORS and
INDUSTRIAL PLANTS
SPRINGFIELD, MO.

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Designers of

Flour Mills and Grain Elevators,
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Preliminary Sketches and Estimates,
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Stevens Engineering & Construction Co., Incorporated

Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
GRAND-LACLEDE BUILDING ST. LOUIS, MISSOURI

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For
Grain Elevator
and Silo
Construction

Write for new
literature and prices.

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Manufactured and sold by
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Minneapolis Steel & Mchy. Co. MINNEAPOLIS, MINN.

Steel Tanks for
Grain Storage

CRAMER BUILT

is the mark designating the best in Grain
Elevator Construction at normal prices

W. H. Cramer Construction Co.
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DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS

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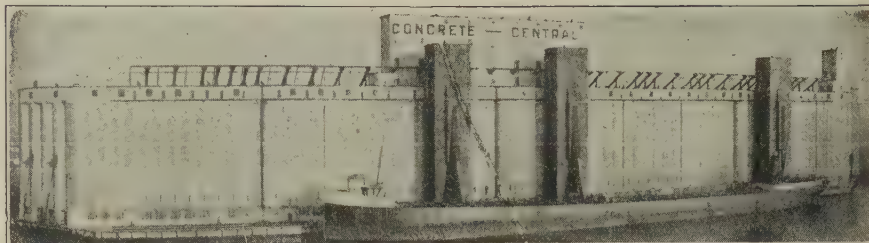
GEO. A. SAATHOFF

CONTRACTOR and
ELEVATOR BUILDER

Mayer Hotel Peoria, Illinois

EVERY time you boost the JOURNAL you encourage and help us to make it better.

Operated by
The Eastern Grain,
Milland Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by
Monarch Engineering Company
Buffalo, N. Y.

The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

*Every day in every way we are designing and building better and better Grain Elevators
We have built for many of your friends—Eventually we will build for you
Why not now?*



James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World
Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.



One of a Group of Elevators

Built by us at Port Arthur. The group includes elevators for

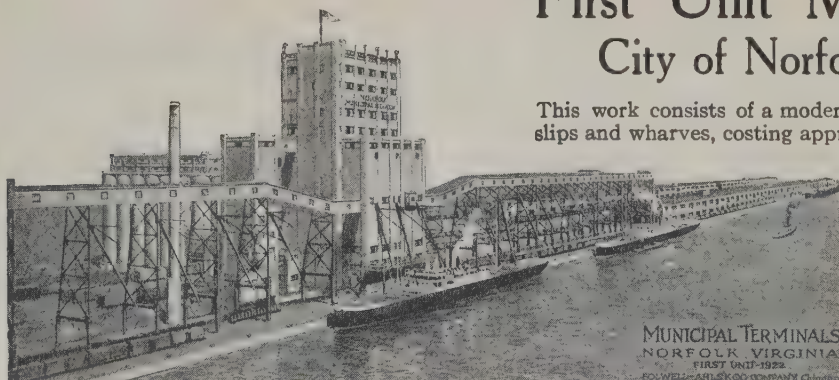
The James Richardson & Sons, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The Grain Growers' Grain Company, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.

First Unit Municipal Terminals, City of Norfolk, Virginia, U. S. A.

This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of



Folwell-Ahlskog Co.

Engineers and Constructors

Chicago, Illinois, U. S. A.

2,000,000 Bushel Elevator
3,000 bbl. Flour Mill
Office Building
Power Plant
Warehouses
and other
Buildings

Built by
Fegles Construction Co., Ltd.
Minneapolis, Minn.
Ft. William, Ont.



State Owned Mill and Elevator, Grand Forks, N. D.

Ralston Purina Co.'s

500,000 bushel elevator and mixed feed plant including hay warehouses, hay grinding mill, office, molasses storage, etc.



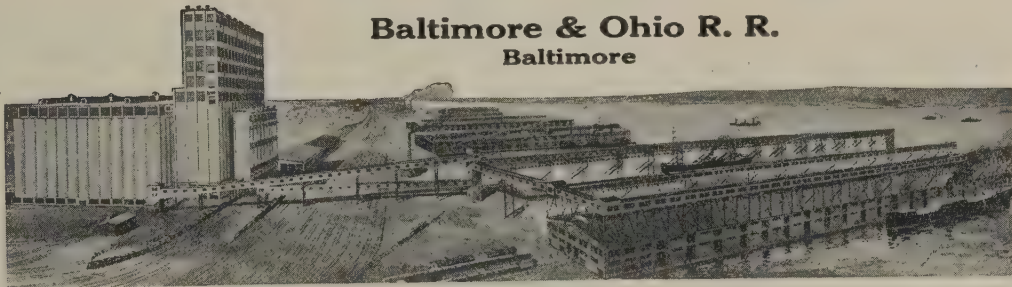
Grain Elevators—Flour
and Feed Mills

Designers and Builders

Jones - Hettelsater Construction Company, 708-9 Mutual Building
KANSAS CITY, MO.

"A 1923 model that speaks for itself"

Baltimore & Ohio R. R.
Baltimore



John S. Metcalf Co.
Grain Elevator Engineers

108 S. La Salle Street
Chicago, Ill.

54 St. Francois Xavier
Street

Montreal, Que.

also at

Melbourne,
Australia

Buenos Aires,
Argentina

Vancouver, B. C.

London,
England



(Kehlor Flour Mills, St. Louis, Mo.)
51 circular bins.

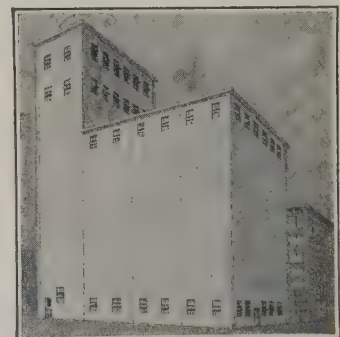
We recently built these elevators and many others of various shapes and capacities.

We design and build Grain Elevators, Milling Plants, Seed Plants, Coal Pockets, Warehouses and similar structures.

Many years experience.

WRITE US

R. C. STONE ENGINEERING CO.,
320 Merchants Exchange Bldg.,
St. Louis, Mo.



(H. C. Cole Mfg. Co., Chester, Ill.)
48 square bins.

Write for booklet describing STONE'S VEHICLE DRAIN DUMP. It is portable—Will dump in any number of sinks.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

ILLINOIS—40,000 bushel elevator for sale; on private ground; electric equipment. Address Box 47, Warsaw, Illinois.

LANE, KANSAS—16,000 bu. grain elevator for sale. Fully equipped. Will accept bids up to noon June 1st. W. W. Lehew, Manager.

WIS.—Up-to-date grain elevator, flour and feed house for sale; reasonable. Write E. Hauterbrook, 1272 Walnut St., Green Bay, Wis.

OHIO—12,000 bu. elevator for sale, private ground, electric power, side lines. Fine location. Address 54H10, Grain Dealers Journal, Chicago, Illinois, for particulars.

COLORADO—10,000 bu. elevator for sale on Burlington R. R., in the best part of Colorado's wheat belt. Must sell on account of sickness. Write N. E. Gailey, Platner, Colo.

12,000 BU. cribbed elevator, also modern bungalow, garage and chicken house; 65 miles S. W. of Omaha. A money making proposition, no competition; very little feeding. Address 54F16, Grain Dealers Journal, Chicago, Ill.

SMALL ILLINOIS ELEVATOR with steel lined bins and electric power. Live town of 3,000 people. Price for immediate sale \$3,850. Cash. Address 54J32, Grain Dealers Journal, Chicago, Illinois, for particulars.

INDIANA, JAY COUNTY, fully equipped grain elevator, capacity 18,000 bus., gasoline power. Metal and tile building; on G. R. & I. R. R.; in good corn, oats and wheat vicinity; coal, fence, wool, etc., side lines. Address Box 610, Portland, Indiana.

CENTRAL IOWA—Grain Elevator for sale, metal siding, electric power, fine office and feed house, Globe Dump. On main line Rock Island R. R., between Des Moines and Iowa City. Only elevator in good town of 1500 population. Write 54J30, Grain Dealers Journal, Chicago, Ill.

NORTHEAST NEBRASKA—Fully equipped mill and elevator, warehouses, truck and wagon scales; buildings and machinery in good condition; two railroads; in one of the richest farming sections in the state; for sale or exchange for Western or Dakota land. Address 54F10, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—Grain elevator, iron clad, electric power, low drive, for sale; warehouses, hay barn, coal bins, etc.; on private ground along B. & O. W. S. R. R. An old established business with plenty of sidelines, in a good town on a concrete road. Price \$10,000. Write 54G9, Grain Dealers Journal, Chicago, Ill.

A BARGAIN TO CLOSE ESTATE QUICKLY. FOR SALE—20,000 bushel elevator and warehouse, feed and feed-grinding business. Electric power, full equipment. Ideal location on main line Q. Ry. between Twin Cities and Chicago. Long established business. Prosperous dairy section. Real opportunity. Address F. J. Bohri, Fountain City, Wisconsin.

KANSAS—25,000 bu. elevator for sale or trade for Kansas Land; equipped for handling wheat and corn; 30,000 lb. self registering Fairbanks Scale; also set of nearly complete machinery for 60 bbl. mill; 60 hp. Fairbanks-Morse Oil Engine, good condition; 1 nearly new 9x24 two high feed roll, shafting, pulley, clutches, etc. Elevator is offered at forty cents on the dollar, machinery for less as we have no use for it. Located on U. P., Santa Fe and Rock Island R. R.; one of best grain points in Kansas. Reason for selling, poor health and other business. Address C. Heller, Solomon, Kansas, for further particulars.

ELEVATORS FOR SALE.

INDIANA—40,000 bu. iron clad elevator for sale. Address Box 347, Royal Center, Ind.

WESTERN KANSAS—8,000 bu. elevator for sale, main line Missouri Pacific. Address 54F14, Grain Dealers Journal, Chicago, Ill.

NORTHWEST IOWA—Two good elevators for sale. In real grain surplus territory. Address M. E. DeWolf, Spencer, Iowa, for details.

NORTHWESTERN OHIO—15,000 bu. elevator for sale; strictly modern and bldg. like new. Reasonable. P. O. Box 144, Fostoria, Ohio.

NORTHERN INDIANA—10,000 bu. iron clad elevator for sale, nearly new, with feed house attached. Lock Box 241, LaGrange, Ind.

NORTHERN ILLINOIS—Grain, coal and feed business for sale on main line R. R. Excellent location. Address 54F3, Grain Dealers Journal, Chicago, Illinois.

NORTHERN INDIANA—One or two grain elevators for sale in first-class farming and producing country. Address 54G17, Grain Dealers Journal, Chicago, Illinois.

TWO CENTRAL NEBRASKA elevators in good condition, well equipped, good grain territory. Priced right. Address 54G25, Grain Dealers Journal, Chicago, Illinois.

SOUTHWESTERN KANSAS—15,000 capacity, handled 225,000 last season, Santa Fe, good competition. A real grain, coal and feed business. Address 54F8, Grain Dealers Journal, Chicago, Illinois.

INDIANA—Well located elevator for sale in good city of 10,000, in heart of best farming district in Indiana. Good reason for selling and low price. Address 53Q31, Grain Dealers Journal, Chicago, Illinois.

NORTHERN INDIANA—6,000 bu. elevator, fully equipped, electric power, well located in good grain section. Good coal and feed business. Have two elevators and need only one. A real bargain. Address 54H9, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS elevator of 12,000 bus. capacity, cribbed, iron clad, gasoline power, separate office bldg. Mill feed house of 3 cars capacity, tankage house 1 car and coal house 3 cars. No competition. On C. B. & Q. R. R. Address 54J33, Grain Dealers Journal, Chicago, Ill.

IOWA—45,000 bu. elevator for sale; excellent condition; concrete coal house 14x70; corn crib 8x88; live town, nearest towns east and west 14 miles, north and south 7 miles; big territory; only live stock buyer; also carry feed lines. Must dispose of property before July 1st on account of ill health. Write 54J1, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—Grain elevator for sale, low drive, iron clad, gasoline power, with feed grinder, warehouses, hay barn, coal bins, office, etc.; on leased ground on Penn. lines. An old established business with plenty of sidelines: good town on hard road. Price \$15,000. Step into a good business on this purchase. Address 54G10, Grain Dealers Journal, Chicago, Illinois.

OHIO—20,000 bu. elevator for sale, iron-clad, electric power, sheller, cleaner, wheat cleaner and grinding of all kinds. Office separate, truck scales; track scales for weighing cars. Building and machinery in first class condition. Average amount of corn and wheat a year over 100,000 bus. No competition in grain. Side lines coal, feed, flour, fence posts, glass and paints which is a very good business. Good corn and wheat valley, fine location. Address 54J28, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

MINN.—15,000 bu. grain elevator for sale; gas power; cleaner and loading scale. Address 54F2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Terminal elevator and Kansas Line. 250,000 bus. at half replacement value payments. Allin, Coffeyville, Kansas.

NORTHERN ILLINOIS—3 country grain elevators for sale with lumber yard attached. All in good repair. Address 51W2, Grain Dealers Journal, Chicago, Illinois.

KANSAS—12,000 bu. elevator for sale; west of Hutchinson; main line A. T. & S. F. Good wheat and corn shipping point. Address 54J21, Grain Dealers Journal, Chicago, Ill.

SOUTHERN MICHIGAN—Elevator and coal business for sale; large volume of business; no competition; excellent farming community. Write 54H5, Grain Dealers Journal, Chicago, Ill.

OHIO—35,000 bu. elevator for sale in fine grain country, cribs and coal bins separate. Building and machinery of the very best. On main line R. R. Doing \$125,000 yearly. Price \$11,500. A. J. Ballinger, Bellefontaine, O.

16,000 BU. ILLINOIS elevator, studded, with composition roof, electric power, mill feed house 2 cars capacity. All bldgs. on own ground. No competition. Has handled 90,000 bus. Bargain for a cash customer. Address 54J34, Grain Dealers Journal, Chicago, Illinois.

MONTANA—Elevator, coal and feed business for sale. Doing fine business and legitimate reason for selling. Might consider taking in partner if able to put in right amount of cash and take charge of the business. Address 54G2, Grain Dealers Journal, Chicago, Ill.

IOWA—36,000 bu. elevator for sale in a good grain territory; no competition; good warehouse; electrically equipped; truck scales; air dump; land goes with buildings. Fine lake town; a bargain if taken soon. Write or call on C. M. Steward, Lake View, Sac Co., Iowa.

INDIANA—FOR SALE \$4,000. One soundly constructed elevator handling feed; house and coal bins together with all equipment and good mill; cleared nice profit last year for present owners who desire to sell before wheat harvest. Prospects for crop here unusually good. Now is the time to buy. Communicate direct with The Deedsville Milling Co., Deedsville, Ind.

CENTRAL ILLINOIS—22,000 bu. elevator for sale, cribbed, asbestos covered, on private ground. Electrical equipment, Hess Drier, attrition mill, sheller and cleaner, automatic scale. Modern and in good repair. Good coal and feed business in connection with coal sheds and feed storage room. On C. B. & Q. R. R. in town of 3,000, good schools and churches. Write 54G23, Grain Dealers Journal, Chicago, Ill.

OWING TO ILL HEALTH I offer my Elevator at Jarvis Siding, Towner County, North Dakota, for sale. No competitor. Said elevator is situated 3 miles S. E. of Bisbee, on the Great Northern Ry.; capacity 25,000 bus.; 4 bins on each side, 5 bins overhead, 13 in all, direct spout; Fairbanks standard scales for weighing in and out; Fosston "50 Cleaner"; 10 H. P. "Otto" Engine. Elevator complete with equipment, \$5,000. First come first served.

This property is clear of all incumbrance and taxes are paid to date. No Land deals considered. If interested write or wire Henry Hammerly, Owner, Box 35, Cando, No. Dak.

ELEVATORS WANTED.

WANTED ELEVATOR, must be in first class condition and in good grain territory in Iowa. Address A. J. Froning & Son, Garrison, Iowa.

ELEVATOR BROKERS.

ALWAYS HAVE grain elevators for sale. J. M. Maguire, 6440 Minerva Ave., Chicago, Ill.

MILLS AND ELEVATORS FOR SALE.

FOR SALE—A 100-bbl. mill and grain elevator in the heart of hard wheat territory. Low price. Write The Bush-ton State Bank, Bush-ton, Kansas, for particulars.

CENTRAL INDIANA—Mill and Elevator for sale, running half time, sell all flour in home town of 4,500 people; good feed grinding and coal trade. This is a good opening for young man; will carry good sized loan. Death of one partner reason for selling. Write 54J9, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

25 BARREL FLOUR MILL FOR SALE. Located in heart of best wheat and corn producing territory in Missouri; has ample storage facilities and all necessary equipments to run first class mill; good feed and custom trade; no competition; well patronized; 3 churches, high school; located on Wabash R. R. and state highway No. 10. Will be priced at bargain, liberal terms to right party. If interested address: DeWitt Mill, DeWitt, Mo.

BUSINESS OPPORTUNITIES.

OHIO—Well established grain and hay business for sale, good business prospects. Best of reasons for selling. Address 54J24, Grain Dealers Journal, Chicago, Ill.

WILL SELL HALF INTEREST in an up-to-date flour, elevator and feed business in a good Kansas town. Need another active man in the business. Address 54G19, Grain Dealers Journal, Chicago, Illinois.

BIDS WANTED.

SEALED BIDS for the construction of an elevator building and coal shed at Lostwood, N. Dak. according to plans and specifications on file with the Secretary, will be accepted up to and opened at Lostwood, N. D., on May 23, 1925, at 1 o'clock P. M. Certified check for 2% on the amount of bid to accompany same. Right is reserved to reject any and all bids. C. C. Emms, Secretary, Lostwood Farmers Elevator Company, Lostwood, N. Dak.

BUILDING MATERIAL FOR SALE.

FOR SALE—Two Kalamazoo Tile Silos, dimensions each 16 ft. by 40 ft., practically new having never been erected. Reason for selling Railroad improvement necessitated moving location of our elevator, abandoning their erection. Also two new conveyors, one 30 ft. 10 in. and one 28 ft. 12 in. These conveyors were equipment for the above Silos. The Hardin Grain & Supply Co., R. No. 8, Sidney, Ohio.

SAFES AND VAULT DOORS FOR SALE.

HOWE FIRE-PROOF mill and elevator safes, No. 1318 delivered \$54.00; outside 28 3/4" high, 13" wide, 22" deep; inside 17 1/2" high, 12 1/2" wide, 12" deep. Other sizes at corresponding prices. Write today. Howe Scale Co., 512 St. Charles St., St. Louis, Mo.

REPLY REGARDING MY AD. I received twelve answers from the first appearance. In fact, sold machine to first inquirer—could sell a carload of them from one insertion.—C. A.

SITUATION WANTED.

MANAGER with 15 years' experience desires position with Farmers' Elevator. Understands side lines, stock buying, bookkeeping. Best of references. Roy Taylor, Coloma, Wis.

WANTED—Position as manager of elevator or with commission company; several years' exp. grain and side lines; middle age, married, A1 references. Address Box 76, Sparks, Kansas.

POSITION WANTED as manager or assistant in grain elevator; 15 years' experience; best of reference. Address 54G3, Grain Dealers Journal, Chicago, Illinois.

WANTED POSITION as manager of elevator. experience and ability to get results. Satisfaction guaranteed. Address 54J27, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position as manager farmers' elevator; 12 years' experience; understand side lines, books; best of references. Address 54H8, Grain Dealers Journal, Chicago, Ill.

WANT position as manager of farmers' or line house; 4 years' experience; single, 24 years of age; references; prefer N. W. Iowa. Address 54G5, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of Farmers' Elevator; 8 years' experience; understand side lines, good bookkeeper. Now employed, desire change. Good references. Salary about \$200. Write 54J31, Grain Dealers Journal, Chicago, Ill.

WANTED to serve as manager of elevator, mill or connection with good grain company. Ability, thoroughly competent, 17 years' experience, now employed, A1 references. Address 54J18, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—Man of good habits and fifteen years' experience covering country buying, supt. for line company and bookkeeping in line office. Also one year as manager of Farmers' Elevator. Address 54J17, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position as Manager of either Line or Farmers' Grain Elevator, in good territory where large volume of business is handled; 9 years' practical experience operating a country elevator, experienced bookkeeper; 36 years of age and married. Can furnish bond. Write 54J7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—A man with several years' experience with Board of Trade, Stock and Cotton Exchange concerns as branch manager and other positions in country offices is seeking reliable, permanent connection where above experience is of advantage. Executive ability, reliable, well educated, fine all around business experience, excellent references, married, age 38. Have some railroad agency experience. Now employed in other work in Illinois. Address 54H6, Grain Dealers Journal, Chicago, Illinois.

HELP WANTED.

A POSITION IS OPEN for a man who has had experience in both terminal and line elevator grain business. Address 54J5, Grain Dealers Journal, Chicago, Illinois.

WANTED—Experienced grain elevator foreman for elevator at Milwaukee. Must be capable of handling men and get along with the men. State age, experience, nationality, salary expected, whether married or not and where formerly employed. Address 54J6, Grain Dealers Journal, Chicago, Illinois.

PARTNER WANTED.

CENTRAL OHIO. FOR SALE—Half interest in established carload shipping grain and hay business. Fine schools and University if you have family to educate. Address 54J23, Grain Dealers Journal, Chicago, Ill.

YOU CAN SECURE a partner if you make your wants known to the grain trade through the Partners Wanted column of the Grain Dealers Journal.

MACHINES WANTED.

WANTED—Cast iron adjustable boot, 20 inches or more, also corresponding buckets and belting. Address W. E. Gest, Defiance, Ohio.

MOTORS FOR SALE.

CENTURY MOTOR for sale, 7 1/2 H.P., single phase, 60 cycle, good as new. Address A. W. Savage Lumber Co., Coggan, Iowa.

ENGINES FOR SALE.

GAS ENGINE—30 h.p. Stover, excellent shape. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

FAIRBANKS-MORSE Type NB 40 H.P. Kerosene Engine for sale, \$200.00. Address Bad Axe Grain Co., Bad Axe, Michigan.

GAS ENGINE—35 H. P. Westman 3 cylinder gas or kerosene, in good condition. Can make prompt delivery. Address Wisconsin Drainage Company, Elkhorn, Wisconsin.

FAIRBANKS-MORSE Kerosene or Gas Engine for sale, 20 H. P., Type NB, used 90 days, good as new. Bargain \$300. Address A. B. Martin Grain Co., La Fontaine, Indiana.

SCALES FOR SALE.

FOR SALE—Used 4 bu. Richardson Automatic Scale No. 4040. Address Dalton Grain Company, Dalton, Nebr.

FOR SALE—One 15 ton Fairbanks-Morse Truck Scale, "NEW" and in original crating. Address W. M. Bosley, Milroy, Indiana.

ONE 15 TON FAIRBANKS Truck Scale for sale in original crate. For price write The Farmers Co-operative Co., Boswell, Ind. R. F. D.

SECOND HAND SCALES for sale of any make, size, or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

FAIRBANKS 100 ton 44' rebuilt Railroad Track Scale at a bargain. One 10 ton 16x8 Howe Rebuilt Wagon Scale \$150. Other styles and capacities. Write today. Howe Scale Co., 512 St. Charles St., St. Louis, Mo.

FOR SALE—One 4 bu. Richardson and two Richardson 8 bu. automatic scales. All self compensating; fine condition. One 8 bu. Avery; one R. R. track scale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SCALES WANTED.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

THE WANTED-FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

MACHINES FOR SALE

WILFORD three roll mill for sale, good condition. Wm. Ringle & Co., Cambridge, Ill.

ONE 24" SPROUT-WALDRON attrition mill, as good as new. Write for details. General Milling Corporation, Buffalo, N. Y.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

ATTENTION! BARGAIN.

Four 120-bushel Nordyke & Marmon Driers and Coolers, latest style. Wire us for price on these. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—1 Barnard & Leas Wheat Cleaner, size 60, capacity 800 bushels hour.

1 Ehrsam Roller Mill with three sets of rolls. Size of rolls 9 by 24.

Machines in good condition and priced right. Berthoud Farm Products Co., Berthoud, Colo.

THE BEST WAY to dispose of anything is to advertise it. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of this publication.

FOR SALE—One 22" Monarch Attrition Mill, bronze bearings, practically new; roller bearing drive, complete; clutch; 50 ft. 7" double leather belt, almost new; 32 H. P. Fairbanks-Morse Kerosene Engine, good as new, for all work; almost new 10" Goodyear Drive Belt. Bargain \$500 f. o. b. cash. Also one 15 H. P. motor with starter for 3 phase, 60 cycle, 200 r.p.m., Fairbanks-Morse, \$100 cash. Address Box 163, Sidney, Ohio.

MACHINES FOR SALE

GRUENDLER FEED GRINDER light type W 27 for sale, new—never used; \$300 f. o. b. Browns, Ill. E. H. Morris, Browns, Ill.

ATTRITION MILL.

Two 36-in. Bauer Ball Bearing Attrition Mills cheap for quick sale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

TIME PAYMENTS ALLOWED on the Boss Air Blast Combination Cleaner and Car Loader. Equipped with motors if needed. Loads cars without scooping. Boosts grades. Quickly pay for themselves. Maroa Mfg. Co., Maroa, Ill.

ATTRITION MILLS, 22" Bauer; 18", 20" and 24" Dreadnaught; 12" and 26" Diamond; 20" Sprout-Waldron; 24" Robinson; 10" Letz; 18" American. Dreadnaught screen and crusher, other crushers \$35 and up. Address L. F. Perrin, Box 375, Port Huron, Mich.

ATTRITION MILLS—1 Halsted 18" plain bearing; 1 Robinson 20" plain bearing; 1 Monarch (nearly new) 20" motor driven B. B.; 1 Monarch 22" B. B. motor driven, 2 phase, 60 cycle; 1 Monarch 20" B. B. belt driven. Feed rolls, one 9x18 three high N. & M.; one 9x18 Allis three high; one 9x24 N. & M. two high. 1 Standard Corn Cleaner, reels clothed for cracked corn; 1 Day Batch Mixer; Spiral Steel Conveyor 6-14"; 20 Clutches, 10-400 H. P. Scales, one 3 bu. automatic bagging scale; 1, 2, 4 and 8 bu. Richardson automatic; 1 Fairbanks warehouse dormant scale; 1 hopper scale. 1 Huhn Dryer; 1 Eureka Magnetic Separator; 1 Monitor No. 5; 1 Monitor No. 4; cyclone dust collectors, all sizes; perfection dust collectors; large and small elevators complete; rolls ground and corrugated. Write us your wants, we save you money. A. D. Hughes Co., Wayland, Mich.

MACHINES FOR SALE

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

W. R. Leathers, Mgr.

9 S. Clinton St.

Chicago, Ill.

DYNAMOS—MOTORS.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

Bargain Sale in Soiled and Shelf Worn Books.

One Railroad Claim Book containing 100 sets for loss of weight in transit and index. \$1.50 and postage. Order "Special 411-A."

Two Railroad Claim Books containing 100 sets of claim blanks for overcharge and index. \$1.50 each and postage. Order "Special 411-E."

Gas Engine Handbook, by E. W. Roberts, contains many useful rules and hints of value to the operator of a gas engine. Size 3½x5½, 264 pages, bound in leather. Shelf worn. Weight 6 ozs. Price \$1.00 and postage. Order "Gas Engine Special."

GRAIN DEALERS JOURNAL,
309 South La Salle St., Chicago, Ill.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy manila, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.75 per hundred or in lots of 500, \$2.50 per hundred, f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

FUNNY EXPERIENCES.

FUNNY STORIES WANTED

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

*Everything is sitting pretty and
"The Goose Hangs High" for the*

TEXAS GRAIN DEALERS' CONVENTION

Fort Worth, May 22-23, 1925

We welcome you to our city and invite you to bring your golf clubs and bathing suits.

Wire Now for Room Reservations at
Convention Headquarters

THE TEXAS HOTEL



HAY SPECIALISTS

SEEDS FOR SALE—WANTED

Directory

Grass and Field Seed Dealers

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds

COBURG, IOWA.

McGreer Bros., whlse. seed corn our specialty.

CONCORDIA, KANS.

Bowman Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

Rudy-Patrick Seed Co., field seed merchants.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seed.

MINNEAPOLIS, MINN.

Northrup King & Co., field seeds.

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., wholesale field seeds.

SEEDS FOR SALE.

FOR SALE—Any quantity and quality of seed you want to purchase. If you don't find what you want in the "Seeds For Sale" section, advertise for it.

FOR SALE—Hog, Siberian, Common, White Wonder and Early Fortune millet. Red and black amber cane, sudan. Can furnish in straight or mixed cars, re-cleaned or country run. Reimer-Smith Grain Co., Holyoke, Colo.

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A Trial Order

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find Two Dollars.

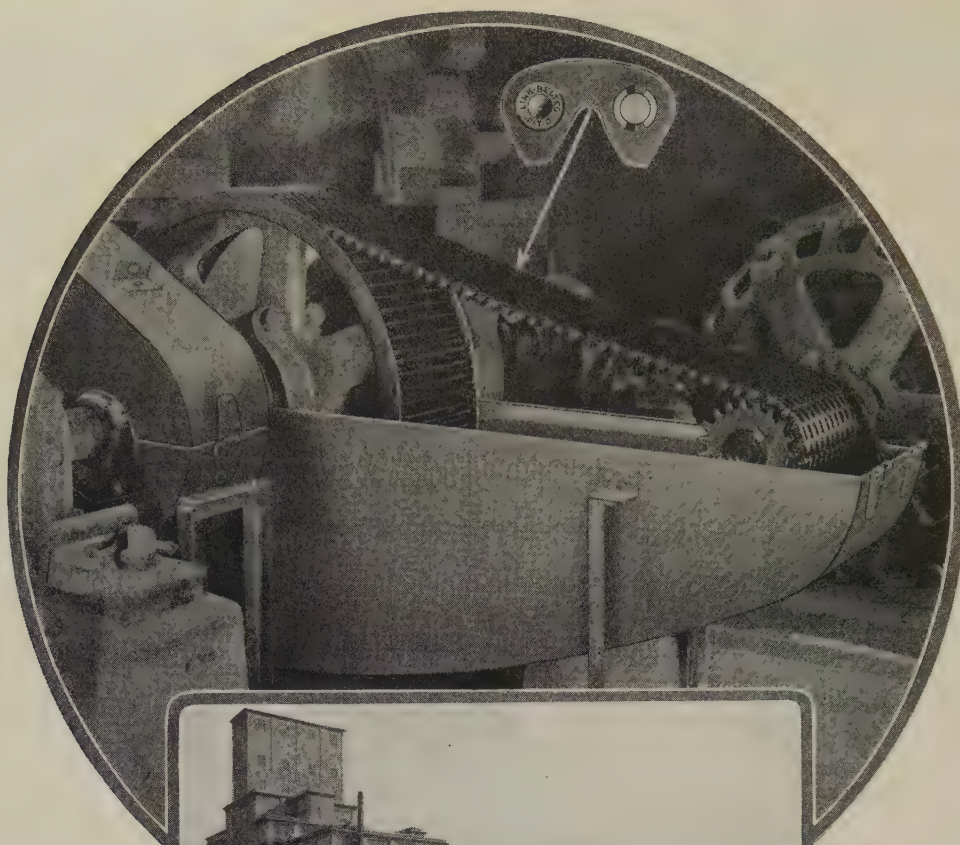
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GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, MAY, 10 1925

LETTING the contract to the cheapest bidder often insures the grain dealers getting the least desirable house obtainable.

THE PROMPTNESS with which desirable elevators are snapped up when offered at a bargain, shows that the elevator market is not oversupplied.

THE LEG with its boot in the mire is never desirable busy days when it gets choked. It costs more to tolerate such a handicap than to install a well lighted, clean, water-tight basement.

THE GREATEST curse to modern business is the scheming politician who is ever ready to destroy anything in the name of Government if it promises to catch him a few votes.

POOLS are having a difficult time explaining why they did not get the \$2 per bushel for the farmer that the maligned speculators offered in January. Who of the growers made anything by participation in the alleged "orderly marketing?"

FIREMEN did much damages to tile storage tanks at Eminence, Ky., recently by throwing water on the tile when hot, as is shown by illustration on page 608. The firemen perpetrated the same expensive blunder at Yankton, S. D., recently when the reinforced concrete elevator was burned and did more damage than they did good. When the average fireman is about with a hose property owners are as much in need of protection from the so-called fire fighters as from the fire fiend.

A LEAKING distributing spout which mixes grain of different kinds and grades is fully entitled to the discard it has earned. Do not start a junk pile in the corner; sell it to the old iron man.

THE CROP Killers' Chorus has striven earnestly to convince everyone that the winter wheat crop will be far short of the country's needs, yet the shortsighted speculators keep right on selling it.

HAVE you noticed how many elevators are being equipped with standard lightning rods? The owners are anxious not only to protect their property from lightning, but also to get a reduction in the cost of their fire insurance.

THE ACTIVITY of the various scale inspectors calling on the grain elevator operators and their reports of work actually done emphasize the urgent need for more vigilant care and inspection of all grain elevator scales at more frequent intervals.

THE BEST manlift obtainable cannot be depended upon to do its work forever without overhauling and repairs, and the more thoro its overhauling and the more frequent its inspection, the safer and the more satisfactory will the manlift be for its users. The cheap manlift has no place in the daily life of a grain merchant.

FORTUNATELY for the few grain dealers who really enjoy shoveling dusty grain out of a hot dark hole, flat bottom bins are still tolerated in some old time elevators. The saving effected in space and the cost of construction does not compare with the inconvenience and increased cost of time and labor in getting grain out of the flat bottom bins.

THE champions of the Metric System are so persistent in pushing their propaganda upon the people, it is evident they do not recognize the great loss the compulsory use of the system would force on all merchants who have money invested in standard weights and measures. The forced change would also destroy the comparative value of all statistics previous to the change.

DISSEMINATION of false information for the purpose of influencing the grain markets received much merited condemnation from various speakers at the Illinois convention last week. The sentiment against these malicious malefactors was so strong that the grain exchanges must soon place an effective check against their activities or every wise dealer will look with suspicion upon any market information emanating from an exchange.

THE HEDGING of oats on the Board of Trade on the past crop has been a splendid opportunity for a sure profit, according to the experience of the new pres. of the Western Grain Dealers Ass'n, as reported in our recent account of the Des Moines meeting. The deduction may be made broadly that whenever a crop is so large that the near-by futures are selling under the more remote deliveries the hedge sale is a sure-thing against oats in store in the elevator at the country station. Instead of being forced to take the hedge off on maturity of the option the dealer can sell September, for example, at a premium.

GREAT BRITAIN'S return to the gold standard will bring its money back to par for the first time since the world war and thus relieve North American exporters of considerable worry over exchange which for nearly ten years has vacillated almost as much as the market prices of grain.

THE PROBLEM of unloading grain from trucks expeditiously required nearly three years for the satisfactory solving, but today nearly every elevator receiving a good volume of grain is equipped with facilities for quickly unloading grain from the largest trucks. Elevators not so equipped are sure to lose desirable business to competitors having improved truck dumps during the busy season.

INSURANCE policies that are written currently by all companies on the risk will avoid the complication that arose after the burning of the elevator at Rock Falls, Iowa, when one of the underwriters claimed it was not liable on the same basis as the other company. The house burned a few years ago, but the owner has not yet received his money from the company that took the matter into court, altho all decisions have been in his favor.

MERCHANTS generally throughout the land have protested so vigorously and so freely against the meddling county agents who mistake their employment for the promotion of better agriculture to give them license to engage in mercantile pursuits in the name of government are beginning to recognize their error. However, they are so eager to grab an extra dollar here and there it behooves all merchants to keep up their campaign against government employes competing with them in business.

"SICK WHEAT" has caused a world of grief to the licensed wheat inspectors and to the handlers of red winter wheat on the last crop. No one has yet explained the cause of the deterioration in red winter wheat. The millers were the first to discover that the wheat was not right and the foxy ones quickly unloaded their entire holdings by shipping wheat to an interior point and then rebilling it to a terminal. With all the various supervising inspectors, federal supervisors and appeals committees, one would naturally think that "Sick Wheat" would quickly be discovered, but alas it was not until many terminal elevators had a heavy load of it before any official intrusted with the classification of grain or its supervision discovered that red winter wheat was sick and after it did get into store many cars were graded out of terminal elevators as No. 2 only to be graded 4 and 5 in other terminals. Such careless grading is surely a gross error and buyers forced to use the services of the blundering inspectors deserve to be reimbursed for their losses. If the state or federal government forces its services upon business men as graders of grain and requires buyers and sellers to accept the judgments of its employees as to the value of that grain, then both should employ men who will not make gross errors and make good any loss sustained by traders by reason of the gross errors of the inspectors.

Clean Up.

The season when the desire to clean up one's surroundings is at hand. Every civilized citizen has a well defined desire to get rid of the dirt, the dust, the rubbish and the discarded equipment. Some of the more enterprising dealers not only give their plants a thorough cleaning inside and out, but they whitewash all walls and ceilings and do not fail to add a strong solution of concentrated lye. The lye makes the elevator less desirable as a place of abode for spiders, weevil and other grain infesting insects.

It might also be of real advantage to clean the windows, walls and floors of the office, make it a real cleaning day, and repair the leaking bins, spouts and legs so they will stay grain tight. Nailing down the loose roofing and siding would prolong its life and help to keep out the water. Paint up, use a trim and brighten up everything about the plant so that all the farmers will really feel "Welcome" even though the word is not painted on the office door.

The man who provides an inviting place for his prospective customers greatly increases the chances of getting their business. By his enterprise he continually impresses them with his real desire to handle their business efficiently and satisfactorily.

Notable Improvements in Elevator Construction and Equipment.

Each year brings us decided departures from old-time practices, both in construction and equipment of terminal and country elevators. The changes wrought by time are not always accepted as permanent improvements and the next decade is quite likely to find some of the heralded improvements in the discard, as is the case with the tile and the steel elevator of twenty years ago. We find builders of terminal elevators in different sections of the country disposed to leave the lower story of the working house open for the free play of the wind in the hope of minimizing the dust explosion hazard. Seldom is a terminal elevator designed now that the plans and specifications do not call for the liberal use of reinforced concrete.

More reinforced concrete construction for storage at mills and terminals is under consideration today than at any time since reinforced concrete became the general accepted material for the construction of fire resistive grain storehouses. And what is more convincing, the thirty-six million bushels under construction does not represent one-half the volume of reinforced concrete storage now being planned and considered.

A tendency in the construction of cleaning houses, receiving houses, shipping houses, is to build them of light walls, floors and roofs with a bountiful supply of windows so that in case of a dust explosion the force will be permitted to expand outwardly and thereby reduce the probability of the explosion being communicated to other parts of the elevator.

This feature of terminal elevator construction is given unusual prominence in the new elevator of the Montreal Harbor Commission which is illustrated elsewhere in this number.

This house is not only designed and constructed with a view to prevent the communication of a dust explosion from one part to another of the plant, but each unit is arranged and constructed with the view to permitting the complete expansion of any explosive force at its point of origin without disturbing the dust in any other unit of the plant.

The most decided departure in the equipment and operation of country elevators is to be found in the widespread adoption of feed grinding as a profitable sideline for the elevator operator. Never before have so many grain elevator operators installed complete equipment for grinding farm feeds and many of the same elevator operators have erected extensive warehouses for enlarging their lines of commercial feedstuffs. Especially is this true of chick feeds. The United States has developed such a strong appetite for chicken on toast that poultry raisers everywhere are prosperous so they can afford to pay good prices for the right kind of chick feed.

Never before have so many elevator men equipped their elevators with standard lightning rods. The demand for electric power continues strong and the installation of automatic truck dumps and ten ton truck scales continues unabated. The farmer's weakness for trucking his grain to market forces the elevator man to install equipment that will expedite the unloading and reduce the delay at his dump.

Your Grand Opening.

Did you ever have a grand opening at your elevator? Did you send out cordial invitations to all the farmers of your territory telling them of your facilities to serve them and inviting them to come and see you on your "Grand Opening Day"? If you try it once you will repeat and improve your arrangements each season when the new crop starts to move. Some elevator operators get a lot of fun as well as new business out of this annual Grand Opening Day. They dispense ice cold lemonade, hot doughnuts and pencils advertising their different lines. They decorate the elevator and the office with flags, bunting and banners and offer alluring prizes to arouse the interest of the slow-going producers.

Some offer a first prize for the heaviest load in pounds, a second prize for the largest number of bushels delivered during the day, and a third prize for the longest haul made on the opening day. As soon as a number of loads have arrived it is well to post the names and scores of the leading contestants as the sporting blood in some of your farmer patrons may induce them to rush home and make a second and third trip.

After the day is over and all the contests are decided, it would be well to publish the names of the winners in all of the local papers and see to it that a copy is sent to every prize winner. If the spirit of contest is thrown into the announcements which should be mailed direct to the individual farmers, then the day is sure to produce good fellowship and good will. It should prove a profitable business builder for any dealer who handles the details skillfully.

Limiting Fluctuations of Grain Prices.

The leader of the U. S. Senate's famous Farm Bloc was in Chicago last week dopping the newspapers with false fears for the speculators. The dear Senator seldom lets escape him any opportunity to make the limelight, regardless of who is crushed by his chariot wheels.

So long as grain prices were advancing it was all right, perfectly legitimate, but the minute that prices dropped precipitously, this self-appointed champion of the grain producers and his friends in the Grain Futures Administration were immediately overtaken with spasms that has resulted in their emitting a flood of impractical ideas. Probably the wildest of these is the suggestion that fluctuations in the price of grains be limited to 2c per day. Probably the only excuse in venturing such a suggestion is the fact that the limitation put on the cotton market during the war is still in force much to the disgust and disadvantage of the cotton producers. If it be practical to place any limitation on the price of grain, why not fix the price and forbid all vacillations. If a stimulus is needed to increase production in times of famine and to reduce production in time of plenty, why limit this operation to grains? Why not extend it to all commodities? People speculate in land, stocks, and bonds, in land no one buys in excess of his personal needs except for speculation. But no one has suggested that any limitation be placed on the fluctuation in prices of anything else.

If the price of wheat was fixed or even limited to 2c a day, many of the American farmers would not now be convinced that the world was very short of this food on the last crop. The speculators were the first to discover this shortage and in their anxiety to buy wheat for future profit, they boosted the price and helped the farmer to realize the truth of the world's shortage.

The demagogues who prattle about manipulation, gambling and extreme price fluctuations had no complaint to make so long as prices were advancing hence their protests following the recent decline seem to be poorly timed.

The trade in wheat, rye and barley is on a world basis and so many different countries exert a powerful influence on the market both as producers and consumers, it is extreme folly for any one country to try to dictate to the rest of the world what shall or shall not be done in the matter of price fixing or price limitations. To start with, it is very doubtful that Congress has authority to enact regulatory legislation of this character and even though it did do so, the markets of the world would bid defiance to its attempt and scorn the impractical suggestions of the demagogues who pretend to be trying to strangle the speculators and help the producers.

Every factor known to modern commerce condemns with overwhelming evidence every effort of government to regulate rigidly the price movement of any commodity. Mr. Capper and his impractical dreamers may throw the fear of government into the heart of a few speculators to the great disadvantage of the grain producers, but the rank and file will pay little attention to his wild vaporings.

The curse of the farmers for the last twenty years has been an over-abundance of loud-mouthed, hare-brained agitators who have done them a thousand times more harm than all

the speculators of the world combined. With the free market for foodstuffs the quickly advancing prices will just as quickly wield an influence to increase the production to the end that consumers shall not long be in want and that prices shall promptly adjust themselves to the changing conditions.

The seven years of famine known to the consumers of the day of Joseph now seldom extend to the second year because the speculator, God bless him, boosts the price to where the producers of the world are advised of the scarcity and they all turn in and immediately produce enough to supply the world with real food.

Fixing the price as some of the wildest agitators suggest or even limiting the fluctuation to 2c a day as is now suggested by Capper would prove the greatest curse yet cast upon the producers and consumers of any nation if it could be rigidly enforced. If the price of wheat in Canada were 20 or 30c above the price permitted in the U. S., the U. S. producers would make every endeavor to smuggle their grain across the border and the buyers on the other side of the line would help them to the full limit.

The government responding to the impractical ideas of strong lobbies has enacted many unnecessary and impractical laws for the regulation of personal conduct of citizens with the result that the government employs many times more law enforcement officers than ever and the average citizen has less respect for both government and laws than ever. We are sorely in need of statesmen who shall enact laws only along broad lines that will safeguard the citizen and restore to him that right to life, liberty and freedom which our forefathers sought to establish through the original constitution. The time is come when the average citizen is put to the necessity of studying the problems of government and of business and raising his voice vigorously against the destructive influence of the demagogue.

"No Federal Appeal."

The incompetence of grain inspectors and the failure of the U. S. grain supervision to accomplish the absolute uniformity in grading at all points where grain is inspected has forced the arbitration committees of the Grain Dealers National Ass'n to set aside the Government regulation that a federal appeal supercedes the original grading by a federal licensed inspector.

In a recent arbitration, as published in full elsewhere in this number of the Journal, the committee holds that a sale on the terms of a certain market does not necessarily give the buyer of the grain the privilege of federal appeal. It is held that grain shippers can contract against any federal appeal.

During the 1923-1924 season it was quite common to have as many different grades of corn as there were inspectors to grade it; and in view of this fact sellers had a right to protect themselves by sales subject to an inspection whose verdict they could rely upon, as always passing the quality of corn in question as No. 2. If sellers had no corn in their elevators that in the opinion of the federal supervisor was No. 2 it would be the height of folly to sell that corn as No. 2 subject to federal appeal.

As the Omaha inspector whose grading caused the loss to the Utah buyer acted by virtue of his federal license it seems that some measure of responsibility should be placed on the federal government. At present there is a complete evasion of responsibility by the U. S. Dept. of Agriculture. The government never pays damages to buyers of grain who have been victimized by its licensed officials or supervisors. The federal government has so much money to be thrown away on paternalistic intrusion into midwifery, etc., it seems a law could be enacted appropriating funds to make good losses due to blunders by the licensed inspectors or supervisors.

Consignor's Liability for Freight.

The Duluth Log Co. delivered to the Soo Line at Federal Dam, Minn., a carload of lumber, to be milled in transit at Duluth and then transported to Chicago, having been consigned to the National Box Co., but later reconsigned by the Duluth Log Co. to the H. R. Gibbons Box Co., Chicago.

The Chicago Junction Ry. paid the Soo Line charges, received the car, and finding the Gibbons Box Co. well rated by commercial agencies, delivered the car without payment of charges. Bills were sent, payment refused by the Box Company and the Chicago Junction Ry. brought suit against the Duluth Log Co. and was given judgment, which was affirmed by the Supreme Court of Minnesota Jan. 23, 1925.

The defendant claimed that under Transportation Act 1920, Feb. 28, 1920, c. 91, § 405, 41 Stat. 456, 479, amending Interstate Commerce Act, Feb. 4, 1887, c. 104, § 3, 24 Stat. 379, 380 (U. S. Comp. St. Ann. Supp. 1923, § 8565), it was not liable for the freight. The amendment, so far as important, is as follows:

"From and after July 1, 1920, no carrier by railroad subject to the provisions of this act shall deliver or relinquish possession at destination of any freight transported by it until all tariff rates and charges thereon have been paid, except under such rules and regulations as the Commission may from time to time prescribe to assure prompt payment of all such rates and charges and to prevent unjust discrimination."

On June 4, 1920, the Interstate Commerce Commission, pursuant to the amendment, prescribed this regulation:

"Where retention of possession of any freight by the carrier until the tariff rates and charges thereon have been paid will retard prompt delivery or will retard prompt release of equipment or station facilities, the carrier, upon taking precautions deemed by it to be sufficient to insure payment of the tariff charges within the period of credit herein specified, may relinquish possession of the freight in advance of payment of the tariff charges thereon and may extend credit in the amount of such charges to those who undertake to pay such charges, such persons being herein called shippers, for a period of ninety-six hours to be computed as follows."

When the railroads were under government control, the Director General prescribed General Order No. 25, providing that "the collection of transportation charges, by carriers under federal control, for services rendered, shall be on a cash basis," and that "credit accommodations * * * shall be canceled." It was further provided that where the enforcement of the rule "will retard prompt forwarding or delivery of the freight or the prompt release of equipment or station facilities, carriers will be permitted to extend credit for a period of not exceeding forty-eight hours. * * * See 57 Interst. Com. Com'n R. 591, 593; 92 Interst. Com. Com'n R. 299.

The court said: The amendment was not intended by Congress to put the liability for freight charges solely upon the consignee nor to relieve the consignor from primary liability. The statute had in view something quite different. It wanted to prevent discrimination. This was the purpose of the act amended. It wanted, also, to prevent the capital of the carriers from standing in the form of unpaid charges for transportation and therefore not working capital. Whether the shipper or consignee should pay the freight did not interest it. The Transportation Act did not relieve the consignor from liability for tariff charges.

The general holding is that the consignor is primarily liable for the payment of freight. The contract of the carrier is with him. The question arises in all sorts of situations and under different Bs/L. The question is one of contract. The cases are collected in 10 C. J. 445, and 4 R. C. L. 857. The defendant claims that by not collecting the tariff charges and releasing the freight to the consignee, the plaintiff lost its claim against it, or, if it still had a claim, that it is secondary to the liability of the consignee.

Our view is that the finding that the defendant was liable for freight charges and that its liability was not secondary so that the plaintiff must first make an effort to collect from the consignee, is sustained. The plaintiff's release of the freight without the payment of freight was permitted under the rules of the Commission as we construe the stipulated facts and the findings.

It will be noted that under the uniform B/L, to which we have referred, the consignor is given an opportunity to relieve himself from liability for freight by so indicating on the face of the bill. 52 Interst. Com. Com'n R. 671; 64

Interst. Com. Com'n 3. 357, App. A. It may be that this is the only way in which the consignor under such a B/L can escape liability.—202 N. W. Rep. 24.

Conditional Sale of Machine.

When payments for machinery are to be deferred one of the favorite methods of the sellers to protect themselves against failure of the buyer to make the payments as they become due is to give the buyer a conditional contract expressly retaining title in the seller until all has been paid.

The Anglo-American Mill Co. of Kentucky so undertook in a sale of a roller mill and its equipment to one Blumenthal at Brighton, Colo. Blumenthal gave a chattel mortgage on the mill to the Farmers State Bank of Brighton to secure the payment of a bank loan of \$3,850, and all Blumenthal's rights and liabilities under the contract were assumed by the Colorado Marvel Mill Co.

The buyer failed to make the payments and the Anglo-American Co. brought action to recover the property; and the lower court decided in its favor; but an appeal was taken by the bank as intervener, and the Supreme Court of Colorado on Dec. 1, 1924, decided in favor of the bank.

The Court said: We hold that the contract between the plaintiff Kentucky company and Blumenthal was, in effect, an absolute sale with a chattel mortgage back, and not a conditional sale of property, the title to which did not pass until the purchase price was fully paid. The knowledge of the intervener of the contract between the seller and buyer of the mill property and equipment, which transaction we say in legal effect was a chattel mortgage, did not at the time make the transaction void as to such intervener; but the mortgage which the latter took in good faith to secure a valid indebtedness, and with knowledge of the prior mortgage, was at the time an incumbrance inferior to the lien or claim of the plaintiff. There were, however, two mortgages of the same property to different mortgagees.

The prior mortgage, at first senior, has become a junior incumbrance for the failure of the first mortgagee to take possession of the property for more than 16 months after the indebtedness secured by the mortgage became due. Indeed, counsel for the defendant in error here concedes that if the contract between the plaintiff company and Blumenthal was in effect as we have held it is (an absolute sale with a chattel mortgage back), the rights of the intervener are superior. Since we have held, and adhere thereto, that the transaction between the buyer and the seller of the machinery constituted a chattel mortgage, it necessarily follows from the former decisions of this court that the rights of the second mortgagee are superior.

Here the second mortgage, having been duly recorded and extended, was not due until after this suit was brought, and the constructive possession of the mortgagee, equivalent to actual possession, displaces the former lien.—231 Pac. Rep. 156.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

G. N. 123361 was leaking at drawbar when going thru this station.—R. R. Corry, agt., Montana Central Elvtr. Co., Conrad, Mont., May 2.

I. C. 247346 passed thru Maroa, Ill., north-bound on the Illinois Central Railroad Jan. 24. One car door was open and yellow corn was leaking out over the grain doors.—T. H. Wright, McGuire & Wright.

C. & N. W. 12870, loaded with corn, leaking very badly at the side wall, near to the door, while in the railroad yards at Fort Worth, Tex., on Nov. 15, 1924.—Mr. Simpson, Universal Mills.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Measuring Contents of Bins.

Grain Dealers Journal: In the Journal of April 10th, on page 442, is published an interesting table for measuring contents of bins. As this applies to American weights, we were wondering if there is a table covering the Canadian weights, in wheat, oats, barley, flax, and rye.

Is there any table which would cover grain standing in a bin for say, four or five months, and which had settled, as we understand the table published covered new run grain only. —R. W. Baillie, Accountant, Saskatchewan Elevator Co., Winnipeg, Man.

Ans.: The table published covers grain that has been in the elevator bins long enough to settle.

Using the published table as a basis, which is founded on the United States standard bushel of 2,150.42 cub. ins. to the bushel, a new table could be calculated using the British imperial bushel in use in Canada, which contains 2-218.192 cubic inches. The Canadian test weight is .032 higher, in pounds.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

May 18. Panhandle Grain Dealers Ass'n at Amarillo, Tex.

May 19. New York State Feed Manufacturers Ass'n.

May 19-20. Oklahoma Grain Dealers Ass'n, at Oklahoma City, Okla.

May 21-22. Kansas Grain Dealers Ass'n at Wichita, Kan.

May 22-23. Texas Grain Dealers Ass'n at Fort Worth, Tex.

June 3.—Iowa Seed Dealers Ass'n at Des Moines, Ia.

June 5-6.—Pacific Northwest Grain Dealers Ass'n, at Walla Walla, Wash.

June 9-11. American Seed Trade Ass'n in Los Angeles, Cal.

June 22-23. Wholesale Grass Seed Dealers Ass'n, Chicago, Ill.

June 23-24. Ohio Grain Dealers Ass'n at Toledo, O.

June 25-26.—Indiana Grain Dealers Ass'n, at Michigan City, Ind.

July 20-22. Southern Seedsmen's Ass'n at Memphis, Tenn.

July 27. Michigan Hay & Grain Ass'n, at Detroit, Mich.

July 28-30. National Hay Ass'n at Cedar Point, O.

Aug. 20-21. New York State Hay & Grain Dealers Ass'n, at Syracuse, N. Y.

Oct. 12-14. Grain Dealers National Ass'n at Kansas City, Mo.

Oct. 12-14. U. S. Feed Distributors Ass'n Kansas City, Mo.

Washington, D. C.—Secretary Jardine has appointed Nils A. Olsen, assistant chief of the Bureau of Agricultural Economics. He will have charge of research work in co-operation with state agricultural experiment stations as provided by the Burnell bill. Mr. Olsen has been connected with the department since 1919.

Erecting Wood Elevators to Resist Wind.

By R. M. VAN NISS.

In building a studded frame elevator we strive to make sure it's holding together. We rely principally on bracing and upon sufficient cross walls or partition walls in a studded constructed elevator to make the building rigid and sufficiently strong to resist the ordinary windstorm or tornado. In building frame constructed elevators we recommend that the studding be spliced and not be put together with plates. In other words, we recommend that you splice rather than toenail your studding, to make the entire building as near as possible in one section.

It is almost impossible to blow the building apart or to take off a section of it if the studding are continuous from sill to plate. Then by putting in solid timber corner posts in both the outside walls and also, the partitions, using ten penny nails freely in spiking the sheathing to the studding and building timber braces into all parts of the building not properly reinforced by partitions, the studded constructed elevator, when built under these conditions will stand any ordinary windstorm or tornado. We also use corner braces in all plates to assist in making the building rigid.

In all cribbed elevators that we build, we use 16d and 20d nails in cribbing when it is milled down to 1½" or 1⅝" thick. The 20d nail will penetrate two layers of cribbing and almost through the third. When a sufficient amount of spiking is done there is very little danger of the building being separated by windstorm.

In addition to heavy spiking we use built-in corner braces in all bins, which stiffens the building and holds it rigid so that the action of the wind cannot constantly work on the nailing. We have learned by experience that a cribbed building not braced with rigid braces in the corners will be so flexible and be so affected so much by the wind that eventually the nails will be loosened by the movement of the building when the wind blows hard, especially when the building is empty. This movement loosens the nails and of course weakens the structure.

We have known cribbed elevators to be constructed where not more than 20 to 30 pounds of nails were used in putting up 1,000' of cribbing. Not less than 40 pounds and as much as 60 pounds of nails should be used to a 1,000' of cribbing, depending on the dimension of the cribbing.

It is the writer's opinion that there is very little danger of either a studded or cribbed constructed building being affected by windstorm if properly built and the proper quantity of nails are used in the construction.

Many other conditions should be considered in order to obtain the best results and most rigid construction in country grain elevators. The building should be properly balanced. It should be built the proper size on the ground according to its height. It should be kept as nearly square as possible.

Many builders overlook the importance of using heavy posts and studding of the cupola, which is the highest part of the building and which is usually the most easily affected by wind. The main roof rafters should in all cases be set at a sufficient pitch to strike the sides of the cupola at or above the center of the studding vertically. The cupola studding in all cases should be level with the base of the main rafters. Many builders set the cupola studding five or six feet above the base of the main rafters and in doing this allow the rafter very little support to the studding due to the fact that it strikes the main cupola studding too near the base of the studding.

In all cases cupola corner posts should be 4x6 or 6x6 solid timbers and corner braces should be built into the plates of the cupola. The elevator owners will experience less trouble if they will see that their contractor or builder puts at least 50 pounds of nails to each 1,000' of lumber in their buildings and also see that they use a natural simple method of bracing by putting all partitions in line and bracing all bins with timber braces in all corners. Also, brace all plates with timber braces.

North Dakota Grain Exchange.

The North Dakota Terminal Grain Exchange has been incorporated to build up a cash grain market here as well as to secure preferred transit privileges for mills west of Minneapolis. The incorporators are: P. A. Lee, secretary of the North Dakota Farmers Grain Dealers Ass'n; O. L. Spencer and H. M. Webster of the State Mill & Elevator. Quarters in the State Mill building will be used. Among those who have signified their co-operation are the Cargill Commission Co., and the Levant Elevator Co. Several other grain companies have made inquiries.

H. M. Webster, manager of the grain department of the state mill and elevator, has been visiting grain exchanges to learn methods of conducting a board of trade.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Apr. 25.	Apr. 27.	Apr. 28.	Apr. 29.	Apr. 30.	May 1.	May 2.	May 4.	May 5.	May 6.	May 7.	May 8.	May 9.
Chicago	148½	144¾	149¾	152¼	153½	159¼	159¼	161	161	165½	164½	169	162
Kansas City	142½	139¾	143½	146¾	147½	154½	152½	157¼	155½	160	158	161½	157
St. Louis	142½	146½	150½	152½	155½	162¾	162	165	165	167½	165¾	169½	164
Minneapolis	140½	137½	141½	142¾	143¾	150½	150¾	153¼	151	156½	155½	160½	152½
Duluth (durum)	139½	136¾	141¾	144¼	146¾	152½	153	156	155¾	157½	155¼	162½	156
Winnipeg	156¾	152½	157½	159¾	161¾	168¾	170¾	*...	172¾	179½	177½	179½	171¾
Milwaukee	148½	144¾	149½	152	153	160	159¼	162	161	165½	164½	169	162½

MAY CORN.

	Apr. 25.	Apr. 27.	Apr. 28.	Apr. 29.	Apr. 30.	May 1.	May 2.	May 4.	May 5.	May 6.	May 7.	May 8.	May 9.
Chicago	106	104½	107½	106½	104½	107½	106½	105¾	108½	113½	112	114	111¾
Kansas City	96¾	94¾	99½	98¾	97¾	101	98¾	99¾	101¾	106½	105¾	107¾	105½
St. Louis	103	101	102¾	102½	102	105	103½	103¾	105½	109½	108¾	110	109¼
Milwaukee	104¾	102	106½	105¾	104½	107¾	106½	105¾	108	113½	112	114	111½

MAY OATS.

	Apr. 25.	Apr. 27.	Apr. 28.	Apr. 29.	Apr. 30.	May 1.	May 2.	May 4.	May 5.	May 6.	May 7.	May 8.	May 9.
Chicago	41½	39¾	40¾	40¾	40¾	41¾	42¼	43	43¾	45¼	44¾	45¾	44¾
Kansas City	42½	41	41	41	40¾	42	41¾	43	43¾	44¾	44¾	45	45
Minneapolis	37¾	36¾	37¾	37¾	37¾	38¾	39¾	39¾	40¾	41¾	40¾	42	40¾
Winnipeg	50¾	49¾	50½	50¾	51¾	53	54	*...	53¾	54¾	54¾	55	51¾
Milwaukee	41	39½	40¾	40¾	40¾	41¾	42¾	43	43¾	45¼	44¾	45¾	44¾

MAY RYE.

	Apr. 25.	Apr. 27.	Apr. 28.	Apr. 29.	Apr. 30.	May 1.	May 2.	May 4.	May 5.	May 6.	May 7.	May 8.	May 9.
Chicago	107½	102½	108	107½	106¾	112½	112½	124	120½	125¾	124	127	124
Minneapolis	98¾	94	99¾	99½	98½	103	113¼	110	108¾	113½	111¾	114½	110
Duluth	104½	99	105¾	106	104½	109½	109½	116¼	114¼	117½	116	119¼	115¾
Winnipeg	109½	105	108½	108¾	106¾	113½	113¾	*...	118	123	121¾	123¾	118¾

MAY BARLEY.

	Apr. 25.	Apr. 27.	Apr. 28.	Apr. 29.	Apr. 30.	May 1.	May 2.	May 4.	May 5.	May 6.	May 7.	May 8.	May 9.
Minneapolis	78¾	77	78	78¾	78	80¾	81¾	107¾	81¾	82½	81½	82½	81½
Winnipeg	84	82	82½	83½	85¾	87½	89	*...	89½	90¼	87¾	88¾	87¾

*Holiday.

The Oklahoma Meeting.

The 28th Annual Meeting of the Oklahoma Grain Dealers Ass'n will convene in the Skirvin Hotel, Oklahoma City, May 19.

Address of Welcome—Mr. Ed. Overholser, President Oklahoma City Chamber of Commerce.

Response—Mr. E. S. Bouldin, President, Muskogee, Okla.

Sec'y's Annual Report—C. F. Prouty, Oklahoma City, Okla.

Legislation—Mr. W. C. Fidler, State Senator 14th District, Oklahoma City, Okla.

Oklahoma Crop Report—Carl M. Robinson, Statistician U. S. Department of Agriculture, Oklahoma City, Okla.

General Business Outlook—John Fields, Vice-President Farmers National Bank, Oklahoma City, Okla.

Transportation Question—C. D. Morris, Chicago, Ill.

Advantages of Protecting Elevator Property with Lightning Rods—E. C. Rea, Des Moines, Iowa.

Grain Dealers National Ass'n—F. G. Horner, President, Lawrenceville, Ill.

Round Table Discussion—The Needs of the Country Grain Business, V. E. Butler, Indianapolis.

This Wednesday morning session will be a Round Table session pure and simple. Mr. Butler will have charge of it and the session will open by an address from him on the subject, "Needs and Problems of the Country Grain Dealer." This will be followed by a discussion of the subjects he brings out in his opening remarks, or any subject the dealers may see fit to bring up.

Sweeping reorganization of the Department of Agriculture has been announced. Among the changes to be made is the consolidation of all information activities under a single head and a new division to handle personnel and business administration has been created. Distribution of information is one of the Agricultural Department's most costly activities. Tax payers would be delighted if 90% of the bureaucrats could be put to work at something useful.

Volume and Open Trades on Chicago Board.

VOLUME OF TRADING.

Revised figures showing the daily volume of trading in grain futures on the Board of Trade of the City of Chicago during the month of April, 1925, together with monthly totals for all "Contract Markets" as reported by the Grain Futures Administration of the U. S. Department of Agriculture. The figures listed represent sales only, there being an equal volume of purchases. Expressed in thousand bushels, i. e. (000) omitted.

Date.	Wheat.	Corn.	Oats.	Rye.	Total.
April—					
1	49,316	23,103	7,078	2,956	82,455
2	62,350	34,622	13,867	3,047	113,880
3	66,177	45,726	25,553	4,729	142,185
4	41,338	24,989	11,773	2,329	80,429
6	46,499	26,040	9,696	1,756	83,991
7	54,338	30,631	9,383	1,771	96,123
8	52,170	22,569	7,191	2,636	84,566
9	40,411	19,434	5,664	1,308	66,817
11	57,241	21,127	7,526	2,449	88,343
13	56,940	23,626	6,824	1,865	89,255
14	67,596	31,654	6,022	2,661	107,933
15	76,804	26,712	5,727	2,710	111,953
16	79,357	31,086	9,086	3,638	123,167
17	59,829	27,085	8,733	3,714	99,301
18	38,557	18,328	3,719	2,425	63,029
20	62,218	29,755	5,769	1,954	99,696
21	42,638	21,472	4,642	1,647	70,399
22	52,603	12,880	10,361	1,875	77,719
23	45,574	24,270	8,326	1,979	80,149
24	49,817	21,953	5,918	1,699	79,387
25	26,650	18,614	3,305	1,362	49,931
27	48,564	25,335	10,276	3,587	87,762
28	47,101	23,204	8,996	3,585	82,886
29	41,424	18,733	7,866	2,138	70,161
30	46,362	19,165	16,370	2,191	84,088

Total—					
Board of Trade	1,311,874	622,113	219,671	62,013	2,215,671
All markets	1,482,192	669,696	259,566	75,998	2,492,868
All markets year ago	451,186	323,243	55,268	50,205	882,094

OPEN CONTRACTS.

"Open Contracts" in futures on the Chicago Board of Trade for April, 1925 ("Short" side of contracts only, there being an equal volume open on the "long" side), were as follows, in bus.. "000" omitted:

Date.	Wheat.	Corn.	Oats.	Rye.	Total.
April—					
1	95,122	78,689	78,309	18,364	268,484
2	99,702	75,738	77,043	18,623	271,106
3	99,974	71,958	76,008	18,439	266,379
4	97,071	65,429	74,045	18,504	255,049
6	96,864	64,513	72,384	18,778	252,539
7	93,156	64,291	70,706	18,708	246,861
8	92,010	65,021	70,995	18,853	246,879
9	91,487	64,526	70,538	18,785	245,336
11	89,793	63,988	68,414	18,676	240,871
13	92,001	65,760	68,385	18,718	244,864
14	93,257	65,786	67,733	18,613	245,389
15	92,913	66,266	67,487	18,342	245,008
16	91,904	67,429	67,132	17,641	244,106
17	92,318	66,769	66,995	17,508	243,590
18	92,796	67,281	66,553	17,464	244,094
20	88,984	66,969	65,479	17,186	238,618
21	87,280	67,458	65,018	17,467	237,223
22	87,154	66,763	64,697	17,668	236,282
23	84,130	63,524	62,698	17,587	227,939
24	86,790	63,200	61,500	17,806	229,296
25	85,113	62,043	59,792	17,676	224,624
27	84,177	60,968	58,775	16,965	220,885
28	86,528	61,353	56,853	16,422	221,156
29	84,307	60,657	54,855	16,295	216,111
30	83,384	59,493	51,502	14,874	209,253

Referring to possible government ownership of public utilities in an address before the Pittsburgh Bond Club at Pittsburgh, Samuel Insull said: "We should not be lulled into a false sense of security. Appeals to envy and prejudice are too easily made and politically too effective momentarily and become obsolete, altho ineffective in the long run. If not government ownership, then other confiscatory or business-shackling proposals will come, each seeming to offer something for nothing; and that is attractive to the unthinking until the shine is worn off. Let us not forget that if railroads or other public utilities are taken over by the government tomorrow, the factories, the stores, the newspapers, the farms and all accessory business will be taken the next day."

Chicago Futures

July Del'y

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Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Holly, Colo., May 2.—Outlook for wheat crop very poor, weather very dry. Quite a little row crop planted now and will be large acreage in barley this year. The weather is fine for planting, tho not enough moisture.—M. W. Spence, manager, Holly Co-op. Equity Co.

ILLINOIS.

Wing, Ill., May 5.—Wheat is in good shape.—E. J. Overly, Wing Grain Co.

Woodhull, Ill., Apr. 30.—Crops are all looking fine.—I. R. Titus, Woodhull Grain Elevator Co.

Auburn, Ill., May 5.—We are badly in need of rain. Otherwise our crop prospects are bright.—G. J. Bronaugh.

Chester, Ill., Apr. 30.—Our growing crop is very fine and would make a big crop on an increased acreage.—H. C. Cole Milling Co.

Astoria, Ill., May 1.—Wheat looking fine. Some corn planted. Prospects for crop good.—Chan Cowen, Astoria Farmers Grain & Supply Co.

Virdeen, Ill., May 5.—Wheat is just fair. We need rain badly. Quite a little corn is already planted.—J. C. Clemmons, Illinois Milling & Elevator Co.

Milford, Ill., May 5.—Wheat is a little spotted. Oats are good. But little corn has been planted to date.—F. C. Herron, Bryce Farmers Grain Co.

La Rose, Ill., May 5.—Crops are about average. Oats and wheat have been frost-bitten a bit. Corn planting has started.—M. B. Hyde, Davis Bros. & Hyde.

Chenoa, Ill., May 5.—Oats are a little thick, but coming fine on a normal acreage. Corn planting has started full blast.—W. W. Boughton, Boughton & Harlan.

Kenney, Ill., May 5.—The wheat acreage is below normal. Corn and oats acreage is average. Corn planting has started.—H. B. Rowe, Jr., Kenney Elevator Co.

Ashmore, Ill., Apr. 30.—Wheat and oats looking fine; corn planting well under way and quite a lot of it being done.—H. H. Wright, mgr., Ashmore Farmers Co-op. Ass'n.

Beardstown, Ill., May 5.—Crops are in fine shape. The wheat acreage is higher than usual; the corn and oats acreage normal.—John Schultz, Schultz-Baujan Grain Co.

Lincoln, Ill., May 5.—Not much corn has been planted as yet, but rapid progress is being made on an increased acreage. Oats are rather spotted.—L. C. Ohmes, L. C. Ohmes Grain Co.

Pleasant Plains, Ill., May 5.—The season is unusually early. Wheat is good and the acreage is normal. Oats acreage has been increased. Corn is being planted.—John S. Harms.

Breese, Ill., May 5.—Wheat and oats are good. We will raise a bumper crop of wheat, which will ripen about 2 weeks early, if nothing happens to mar our present prospects.—A. C. Koch, Breese Grain Co.

Lawrenceville, Ill., May 5.—Early sown wheat is in good condition; late sown is a little spotted. Its acreage is normal. Corn planting on a normal acreage has started.—W. C. McMichael, Horner Mill & Elevator Co.

Le Roy, Ill., May 5.—Yellow corn is being planted on a normal acreage. We raise very little white corn about here. Wheat is growing on a normal acreage, but needs rain.—C. E. Dawson, W. H. Wrigley & Co.

Springfield, Ill., May 6.—A synopsis of weather and crop conditions in Illinois for the week ending Tuesday, May 5, is: "A cool week, with ample rains in the north and generally light elsewhere. The cool weather was favorable for winter wheat, but delayed the growth of corn. Corn planting was delayed in the northern counties, but the ground is ready. Farmers are not rushing corn planting operations. In the south third of the state wheat is in only fair condition. Oats need moisture in parts of the cen-

tral and south. There were several frosts with some damage in the northern and central areas."—Clarence J. Root, meteorologist.

Mechanicsburg, Ill., May 5.—We have the finest wheat prospects ever. Oats are up and look good, but are not growing for need of moisture. Corn is rapidly being planted and the seed beds are in fine condition.—O. H. Fullenwider.

Catlin, Ill., Apr. 30.—Wheat looking fine, acreage little less than last year. Oats growing rapidly, some fields covering ground; acreage about the same as last year. Breaking for corn complete and one-third planted; ground in fine condition; acreage larger than last year. Very little feeding.—Catlin Grain Co.

Dudley, Ill., May 5.—Larger acreage of wheat, soy beans also have reduced the oats acreage. The handling of corn has decreased 75-90% here, less production, more feeding. Corn mostly planted, oats coming on well, wheat badly hurt by March freeze, driest April in history, rain badly needed.—Dexter Baber.

South Ottawa (Ottawa p. o.), Ill., Apr. 27.—The acreage of winter wheat and oats thruout this territory is about normal. The condition of winter wheat is vigorous except thin on the ground. Oats are growing rapidly, are fine color and are ahead of time in their development.—O. D. Center, manager, South Ottawa Co-op. Grain & Sply. Co.

Dahlgren, Ill., Apr. 30.—The grain production is very light and there will be very little if any surplus produced. Large acreage of oats sown; good stand secured and present satisfactory condition promises the largest yield in 20 years. Wheat fair to good, small acreage. Corn probably 50% planted; some fields up and growing nicely. Weather at present is too cold, tho no frost has appeared.—Gamble Feed & Seed Co.

INDIANA.

La Crosse, Ind., Apr. 30.—Oats and wheat are in fine shape; corn is normal.—J. H. Zink.

Deedsville, Ind., Apr. 28.—Prospects for crop here unusually good.—W. T. Allen, mgr., Deedsville Mlg. Co.

Crown Point, Ind., Apr. 29.—The wheat is coming along fine; in general, crops look pretty good.—J. Brown.

South Wanatah, Ind., Apr. 30.—Wheat and oats are in a fine condition.—E. E. Baske, mgr., Farmers Grain & Lbr. Co.

Hebron, Ind., Apr. 29.—The wheat and corn acreage has increased, tho not the oats acreage.—J. T. Buchanan, manager, Hebron Equity Exchange.

Crown Point, Ind., Apr. 29.—Wheat and rye look fine. A large acreage of oats have been planted and it is planned to increase the corn area this season.—E. K. Sowash.

Crawfordsville, Ind., Apr. 30.—Wheat crop not good. Oats are up and look good. Corn half planted, about 3 weeks early here. Had a little frost yesterday.—Busenbark Grain Co.

Belshaw, Ind., Apr. 29.—The average of the crops this year is a little better than last; wheat is normal and corn and oats are above, while hay is below.—Farmers & Gleaners Elvtr. Co.

North Hayden, Ind., Apr. 30.—The oats and corn acreage this year is much heavier than last, while the wheat area is about the same; hay is less. On the whole crops look good.—Gleaners & Farmers Co-op. Elvtr. Co.

Westville, Ind., Apr. 30.—Crops look good, but east of here are somewhat spotted. There was a slight increase in the wheat acreage, while corn and oats remained about the same.—F. W. Schwinkendorf, mgr., Farmers Co-op. Co.

Dunreith, Ind., Apr. 29.—The wheat around here has been plowed up and the acreage put into oats. Corn is being planted very rapidly. All the plowing is done, which is something unusual this early in the season. The weather is unfavorable, as it is cool and dry. Have had some rains, but not enough for the coming crops.—C. E. Rich, Dunreith Elevator.

IOWA.

West Liberty, Ia., May 7.—Wonderful field for cow peas and soy beans; a lot of seed raised of various varieties; also timothy and red top seed is raised in large quantities.—X.

Welton, Ia., Apr. 30.—The season is three weeks early and the ground is in good shape. Some of the corn is in, but much will be planted next week. Oats look fine, grass good.—J. H. Phelps, mgr., Welton Elvtr. Co.

Lanesboro, Ia., May 4.—The crop has been put in fine shape; oats are looking fine, but we are having too much cold weather. We have had a forest now for three nights and it is too cold for corn.—R. A. Maarsingh, manager, Independent Elevator Co.

Everly, Ia., Apr. 30.—Owing to the early spring and the good condition of the ground there was a large acreage of oats sown this spring; they are looking fine, a very good stand. Having the best kind of weather for oats. Some corn has been planted.—F. W. Roberts.

KANSAS.

Logan, Kan., May 4.—Wheat crop a total failure in this vicinity.—E. I. King Co.

Hunter, Kan., May 5.—We harvest no wheat in our part of the country at all.—Farmers Union.

Abilene, Kan., May 4.—Wheat in Dickinson County looking fine; 85% of last year.—Midwest Milling Co.

Goddard, Kan., Apr. 27.—The wheat is the best in years in this county.—P. A. Solomon, mgr., Larabee Elvtr.

Eureka, Kan., May 2.—Growing crops are excellent and prospects look fine.—R. C. Teichgraeber, Eureka Roller Mills.

Elmo, Kan., May 4.—Wheat looks in fair condition here. Frost damaged the alfalfa.—Clyde Easter, manager, Elmo Farmers Union.

Attica, Kan., May 4.—Wheat looks like about 2/3 to 3/4 crop. Oats poor. Corn coming good.—A. N. Black, mgr., Attica Grain & Elvtr. Co.

Elgin, Kan., May 8.—A very heavy acreage of corn is being planted this year. Not much wheat sown, mostly corn, kaffir and cane.—X.

Moscow, Kan., May 2.—Wheat prospects are not very good here now as it is very dry in this locality.—T. B. Mooman, manager, Moscow Co-op. Equity Exchange.

Nekoma, Kan., May 1.—Growing wheat about 65% of crop sown; amount sown 110%, condition good, plenty of moisture. Had frost three nights, did not damage wheat.—M. T. Moran.

Concordia, Kan., May 4.—Will be no wheat here and oats and barley are not doing well at all. We have had a heavy freeze. The ground is very dry and conditions are not good for the growing crops at all.—H. N. Nelson, manager, Farmers Mill & Elevator Co.

Rozel, Kan., May 5.—We will not raise half of the wheat in Pawnee County that was raised last year. Abandonment has been at least 30%, and at least 10% more might as well have been abandoned. A few farmers are yet considering plowing fields that are showing no improvement even since rains. The northwest corner of our county is good, west central and southwest is about 55% on remaining acreage and rain is needed. Spring crops are looking fairly good.—O. C. G., Union Grain Co.

Topeka, Kan., May 9.—The oats acreage is 1,868,000, condition, 83%. In the southwest early conditions were too dry and both stand and development of the plants slightly subnormal. Estimates indicate that by May 1, 70% of the seed bed preparation and 61% of all spring planting and sowing had been done in the state. This shows the greatest amount of spring work done by May 1 that has been recorded in more than ten years. May 1 for the period 1920-24 has shown only 63% of the seed bed preparation and 54% of the planting and sowing done. Corn planting has been unusually early and first cultivation has been passed in many southern counties in early fields. Oats and barley saw their earliest average date of seeding for many seasons.—Kansas State Board of Agriculture.

MINNESOTA.

Kiester, Minn., Apr. 30.—Crops are coming along fine and some corn put in ground.—J. A. Johnson, mgr., Kiester Farmers Elvtr. Co.

Stewart, Minn., Apr. 30.—Our growing crops are on an average 10% better than this time other years. Acreage about the same as last year for different kinds of grain.—P. C. Dilley, manager, Stewart Farmers Co-op. Elevator Co.

MISSOURI.

Higginsville, Mo., May 7.—The wheat acreage is normal and its condition excellent. Corn acreage will show an increase.—A. H. Meinershagen.

New Haven, Mo., May 7.—Crops are in fine condition. Wheat and corn acreage seems to be about normal.—Geo. Wolff, Jr., Wolff Milling Co.

Meadville, Mo., Apr. 30.—Wheat and oats good; some corn planted. Weather cool.—Batts, mgr. Farmers Produce Co.

Sikeston, Mo., May 7.—Corn acreage will be increased 15%. Wheat and cotton acreage is slightly less than normal.—D. B. Kevil.

Holia, Mo., Apr. 30.—Wheat in this territory looks good on the good land, thin land wheat looks only fairly good. Acreage about the same as last year or about 50% of normal.—Eolia Elevator Co.

Springfield, Mo., Apr. 27.—Corn and oats are both doing well in this territory, the recent rains that we are having bringing everything out fine. In our opinion wheat never looked better than it does in this part of Southwest Missouri and harvest should be at least ten days ahead of time.—R. E. Laughlin, pres. and general manager, Middle States Milling Co.

St. Joseph, Mo., Apr. 30.—We have reports from our traveling representatives covering the territory from Orleans, Neb., to St. Francis, Kan., and from Orleans, Neb., to Haigler, Neb., the Imperial Branch of the Burlington, and from Holdrege west in Nebraska, stating that the condition of the growing wheat is excellent. Spring work is progressing nicely. This entire territory will ship considerable corn before another crop is raised.—Wm. S. Geiger, Geiger Grain Co.

Jefferson City, Mo., May 11.—Chinch bugs are reported thick in Bates, Morgan, and Moniteau counties with a few bugs and Hessian fly in Marion. The first half of April was too dry for best development of wheat in southern and east central counties. Winter killing was most noticeable in northwest and southeast sections. Wheat is generally quite promising throughout the state. National winter wheat crop 444,833,000 bushels against 590,037,000 in 1924. The Missouri 1925 oat acreage is larger than last year with 1,518,000 acres, condition 91% against 77%, crop was sown earlier than a year ago. Present indications point to a 5 to 10 per cent increase in corn acreage. Planting is well along with 32% completed on May 1st, compared to 25% last year. Some corn is up and cultivated. Soil conditions and stands are generally reported good.—Missouri State Board of Agriculture.

MONTANA.

Conrad, Mont., May 2.—Field work just nicely started here as it has been delayed by rains. Soil in fine condition.—R. R. Corry, agt., Montana Central Elevator Co.

Cascade, Mont., May 2.—About 65% of the winter wheat in this section was winter killed. Most of the acreage is being reseeded to spring wheat. Other crop conditions very good, estimate 15-20% increase in spring wheat acreage this year.—G. E. Paulson, mgr., State Elvtr. Co.

NEBRASKA.

Humphrey, Neb., Apr. 27.—Crop condition for 1925 looking fine.—D. Raufs, mgr., Farmers Co-op. Grain & Lbr. Co.

Bradshaw, Neb., May 4.—Winter wheat a very poor crop, taking it as a whole; did not stool good and will be very weedy.—C. A. Siminger.

Rockford, Neb., Apr. 29.—We had a very heavy frost here last night and a cold north wind is blowing today and no doubt it will freeze again tonight. This country will not raise over one-half of a wheat crop this year as most of it was winter killed.—W. W. Topf, mgr., Farmers Union Co-op. Ass'n.

NORTH DAKOTA.

Fargo, N. D., May 1.—The prospects for a crop here in the Northwest are splendid. Scarcely if ever has the crop gotten into the ground so early and under such favorable conditions as this year, and except for the rainy spell which we have had for the past ten days there has been no interruption in field work. Practically all seeding is now done with the exception of flax and corn, altho there still remains quite a lot of plowing to be done which was not completed last fall. Given anything like a normal chance, North Dakota should repeat the splendid crop which was harvested a year ago, and everyone is feeling very optimistic.—W. H. Magill, Magill & Co.

OHIO.

Lebanon, O., Apr. 29.—Our wheat is practically all killed. There won't be enough to get seed back.—Lewis & Drake.

Chippewa Lake, O., Apr. 30.—Wheat is looking much better as we have been having some much needed rains past few days.—C. W. Carlton.

St. Henry, O., Apr. 30.—The wheat crop is the poorest ever known for this section. At least 75% of the acreage has been torn up and sown to oats.—The Landman Milling Co.

College Corner, O., Apr. 30.—The growing crop is poor in this territory, about 60% of a normal crop. A large acreage of corn going in this spring.—O. P. Davis, Tallewanda Roller Mills.

Sandusky, O., May 6.—During the month of April, less than one-half inch of rain fell in Erie and Sandusky counties, and as a result wheat was set back badly. The usual rainfall in this area is approximately 3 inches for the period. Since the first of May, however, more than an inch of rain had been recorded, and crops in general are picking up.—C. W.

Pemberville, O., Apr. 30.—So far the wheat crop around here looks good, but only about 3 miles away it looks bad and about one-third of the wheat fields have been sown to oats. We haven't had rain here for at least six weeks, until today. The farmers are at least one month ahead on their work, the wonderful spring weather contributing in their behalf.—August Rabe, manager, Hobart Bowlus Co.

OKLAHOMA.

Erick, Okla., May 5.—Our crop will be almost a failure, will possibly make enough for seed.—G. E. Harris.

Texola, Okla., May 1.—Ninety per cent of our wheat crop has been plowed up on account of the dry weather.—H. T. Doss.

Kremlin, Okla., May 1.—Wheat in this part of the country fair, thin and most heading short. Harvest will be from 5-10 days early.—J. N. Gearheard, manager, Farmers Elevator Co.

Bartlesville, Okla., May 2.—We have a late spring here. Wheat and oats are not doing very well; too dry during March and first half of April. Corn all planted and most all up with a good stand showing and a large acreage in Washington County.—J. L. Lotz, manager, Smelter Feed Store.

Sentinel, Okla., May 5.—Prospects for the coming wheat crop are not very good; but ½ crop is all that can be expected. Have plenty of moisture at present, but it came too late to do much good. Oats crop looks very good, but have a small acreage. Barley all froze out last winter.—Lee McGlasson, mgr., Farmers Co-op. Ass'n.

SOUTH DAKOTA.

Huntimer Siding (Colton p. o.), S. D., May 1.—Oats crop looking well but needs rain and more favorable weather. April was too warm and dry and the subsoil is very dry.—Huntimer & Milne.

Wessington Springs, S. D., May 1.—Crops look good; heavy frosts the last three nights. Plenty of moisture so far. Start planting corn the 10th. Corn land in fine shape.—V. H. Buoye, Farmers Co-op. Elvtr. Co.

Bath, S. D., Apr. 30.—All kinds of wheat coming up fine, marquis about 3 inches above ground. Some oats and barley, flax and corn to be sown this and next week.—Cecil Ed Danielson, manager, Bath Equity Exchange.

Reville, S. D., May 1.—All grain looking fine here now and hard frosty nights did no damage. All acreage about same as last year with a 10% increase in the flax being put in now.—J. F. Devereaux, manager, Farmers Elevator Co.

Jefferson, S. D., May 5.—Small grains are looking fine; we have had an unusually nice spring, the weather having been warm during all of April. Had a heavy frost on the 29th and had frost four nights straight; warming up this morning. Wheat acreage reduced this year, more oats and speltz put in. Corn acreage about normal. Farmers started planting corn the first of the week, planting will be general next Monday. Seed is good and plenty of it.—P. U. Bernard, mgr., Farmers Elvtr. Co.

TEXAS.

Hale Center, Tex., Apr. 30.—The late rains have greatly improved conditions of our growing wheat crop. Will have large acreage of milo and kafir here.—W. L. Porter, Porter Elevator Co.

Floydada, Tex., May 5.—Seven months' drouth here broken Apr. 25th by rainfall of ¼ inch to 2½ inches; too late to revive wheat materially, as 90% abandoned, dead; little vitality in balance; can't possibly make half of seed requirements. No oats; no barley seeded here account too dry.—W. J. Burke.

Waxahachie, Tex., May 2.—Crop prospects only 25% normal.—D. H. Thompson Grain Co.

WASHINGTON.

Toppenish, Wash., May 4.—From 500,000-600,000 bus. of Club Wheat will be grown here this season.—Preston Grain & Mlg. Co.

Government Crop Report.

Washington, May 8.—The Crop Reporting Board makes the following forecasts and estimates:

On May 1, 1925, the area of winter wheat to be harvested for the United States was about 32,813,000 acres, or 9,504,000 acres (22.5%) less than the acreage sown last autumn and 3,625,000 acres (9.9%) less than the acreage harvested last year, viz., 36,438,000 acres. The ten-year average abandonment to May 1 is 11.1%.

The average condition of winter wheat on May 1, 1925, for the United States was 77.0 per cent of a normal, compared with 68.7 on April 1, 1925, 84.8 on May 1, 1924, and 85.2, the average condition for the past ten years on May 1. A condition of 77.0 per cent on May 1, 1925, is indicative of a yield per acre of approximately 13.6 bushels, assuming average variations to prevail thereafter.

Details for principal-producing winter wheat states follow:

State.	Acreage 1925		Con- dition May 1 1925 %. %.	*Production forecast.	
	Per cent abandoned	Per cent remaining to be har- vested Pct. Acres.		1925 from May 1 condition. Bus.	Har- vested 1924. Bus.
N. Y.	2.5	370	85 82	7,234	6,588
N. J.	2.5	80	93 87	1,585	1,369
Pa.	2.9	1,228	85 85	21,085	19,850
Del.	3.0	110	93 88	1,841	1,616
Md.	3.5	553	88 85	9,148	8,532
Va.	4.0	781	83 82	9,269	9,628
W. Va.	12.5	186	75 75	2,120	2,574
N. C.	2.5	455	87 87	4,513	5,544
S. C.	4.0	118	78 80	1,206	1,476
Ga.	5.5	122	79 73	1,166	850
Ohio	30.0	1,797	62 76	22,060	37,313
Ind.	14.0	1,941	74 78	26,285	31,365
Ill.	3.7	2,579	85 70	44,940	34,251
Mich.	2.5	944	83 89	15,670	19,888
Wis.	22.0	48	76 92	847	1,408
Minn.	16.0	106	76 89	1,676	2,200
Iowa	9.0	427	82 91	7,948	8,078
Mo.	1.5	2,312	89 79	30,865	24,589
S. D.	20.0	93	79 87	1,249	1,120
Neb.	21.0	2,649	77 89	37,939	54,483
Kan.	24.8	7,901	75 88	95,997	153,644
Ky.	13.0	566	79 69	5,858	4,340
Tenn.	6.0	408	83 74	3,996	3,570
Tex.	62.0	692	38 90	4,102	25,826
Okla.	17.0	3,037	61 91	27,789	54,874
Ark.	7.0	59	81 81	593	678
Mont.	70.0	230	68 90	2,846	10,893
Wyo.	17.0	17	83 94	268	256
Colo.	14.0	1,200	86 94	20,846	15,974
N. M.	70.0	38	40 93	266	1,650
Ariz.	3.0	25	85 90	595	887
Utah	2.0	151	92 93	2,501	1,788
Ida.	17.5	295	81 91	5,544	5,648
Wash.	72.0	425	76 83	8,559	19,354
Ore.	70.0	306	80 96	5,630	13,035
Cal.	19.0	548	92 64	10,587	4,770
U. S.	22.5	32,813	77 84.8	444,833	590,037

*Thousands, (000) omitted.

Rye acreage on May 1, 1925, standing and intended for grain is estimated at 4,134,000 compared with 4,173,000, the harvested acreage in 1924, 5,171,000 in 1923, 6,672,000 in 1922, and 4,831,000, the average harvested acreage for the past ten years.

The average condition of rye on May 1, 1925, was 86.8% of a normal, compared with 84.0 on April 1, 1925, 88.2 on May 1, 1924, and 89.5, the average condition for the past ten years on May 1. A condition of 86.8 on May 1, 1925, is indicative of a yield per acre of approximately 13.9 bus., assuming average variations to prevail thereafter. The average yield per acre for the last ten-year period was 14.2 bus. On the estimated area to be harvested (4,134,000 acres), 13.9 bus. per acre would produce 57,963,000 bus., compared with 63,446,000 bus. the harvested production in 1924, 63,077,000 bus. in 1923, 103,362,000 bus. in 1922, and 68,442,000 bus., the average harvested production for the past ten years.

Hay meadow average condition on May 1, 1925, was 87.8% of a normal, compared with 86.4 on May 1, 1924, and 89.6, the average condition for the past ten years on May 1.

Stocks of hay on farms on May 1, 1925, are estimated as 15,679,000 tons (13.9 per cent of crop), compared with 12,835,000 tons (12.0 per cent of crop) on May 1, 1924, and 12,499,000 tons (12.2 per cent of crop), the average stocks on farms for the past ten years on May 1.

Of spring plowing for the United States 82.7% was completed up to May 1, 1925, compared with 71.5 up to May 1, 1924, and 71.3, the average per cent completed for the past ten years up to May 1.

Of spring sowing and planting for the United States 65.8% was completed up to May 1, 1925, compared with 58.1 up to May 1, 1924, and 58.3, the average per cent completed for the past ten years up to May 1.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Colfax, Ill., May 5.—Grain movement has ceased.—John Kinsella.

Crown Point, Ind., Apr. 29.—Grain is moving very slowly.—E. K. Sowash.

La Crosse, Ind., Apr. 29.—There has been no movement of grain.—J. H. Zink.

Chippewa Lake, O., Apr. 30.—The old wheat is about all cleaned up in this territory.—C. W. Carlton.

Lyons, Neb., Apr. 30.—All grain is being fed except oats, of which we have a liberal supply.—A. Moseman.

Beardstown, Ill., May 5.—Wheat is all cleaned up. A good deal of corn is still on the farms.—John Schultz.

Wing, Ill., May 5.—About 65% of the oats and corn are still in the country.—E. J. Overly, Wing Grain Co.

Westville, Ind., Apr. 30.—The movement of grain is very slow.—F. W. Schwinkendorf, mgr., Farmers Co-op. Co.

Milford, Ill., May 5.—We have had no movement of grain since February.—F. C. Herron, Bryce Farmers Grain Co.

Catlin, Ill., Apr. 30.—Considerable corn and oats to move, but farmers are holding for higher prices.—Catlin Grain Co.

Crawfordsville, Ind., Apr. 30.—Seed corn has moved freely, but soy bean trade is very draggy.—Busenbark Grain Co.

Concordia, Kan., May 4.—Very little old wheat left and not much corn.—H. N. Nelson, manager, Farmers Mill & Elevator Co.

Huntimer Siding (Colton, p. o.), S. D., May 1.—All corn shipped out of this territory and not much oats left.—Huntimer & Milne.

Kenney, Ill., May 5.—Oats and wheat are all out. About 20% of the corn remains in the country.—H. B. Rowe, Jr., Kenney Elevator Co.

Humphrey, Neb., Apr. 27.—No grain movement now on account of short crop 1924.—Dominic Raufs, mgr., Farmers Co-op. Grain & Lbr. Co.

Gibson City, Ill., May 5.—Lots of oats are back in the country and lots of corn in the farmers' cribs.—H. J. Moore, Bailey-Moore Grain Co.

Elgin, Kan., May 8.—About 100 cars of grain loaded here last fall, all from wagon into car. Will load out 150 cars this year if season is good.—X.

College Corner, O., Apr. 30.—Some wheat held back in farmers' hands yet and perhaps some will hold it over.—O. P. Davis, Tallewanda Roller Mills.

Wheat Movement in April.

Receipts and shipments of wheat at the various markets during April, as compared with April, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Ft. Worth, cars	.....	115	.....	251
San Francisco, tons	4,017	.....	.....	.....
Baltimore, bus.	1,363,851	578,652	663,915	1,404,217
Chicago, bus.	962,000	983,000	1,318,000	2,004,000
Cincinnati, bus.	138,600	268,000	323,400	284,200
Duluth, bus.	1,901,191	1,244,176	3,510,607	1,673,818
Ft. William, bus.	.....	7,662,657	.....	31,077,909
Galveston, bus.	.....	.....	1,159,600	191,000
Indianapolis, bus.	.....	.....	.....	.....
.....	119,000	220,000	63,000	183,000
Kans. City, bus.	874,800	1,351,250	2,431,350	2,602,800
Milwaukee, bus.	123,200	84,000	175,385	157,950
Minneapolis, bus.	.....	3,279,670	3,528,590	2,842,270
Montreal, bus.	1,543,710	313,227	.....	216
New York, bus.	5,307,400	5,290,600	6,198,000	5,651,000
New Orleans, bus.	.....	.....	.....	.....
.....	276,336	2,834,424	249,098	.....
Omaha, bus.	438,200	620,300	515,200	651,800
Peoria, bus.	.....	49,900	.....	57,600
Phila., bus.	3,239,923	3,078,339	3,873,071	3,545,368
St. Joseph, bus.	359,800	603,400	163,800	85,400
St. Louis, bus.	1,307,800	1,481,024	2,488,540	1,149,170
Superior, bus.	1,208,115	664,088	1,923,384	928,444
Wichita, bus.	203,600	673,200	288,000	504,800

Hebron, Ind., Apr. 30.—Practically all the grain has been shipped out, with the exception of oats.—J. T. Buchanan, manager, Hebron Equity Exchange.

Pleasant Plains, Ill., May 5.—Grain is cleaned up in this territory better than at any time in the past 10 years. Farmers took advantage of the high prices.—John S. Harms.

Dudley, Ill., May 5.—The handling of corn has decreased 75-90% here, less production, more feeding. Truck hauling diversifies routing of grain from elevators.—Dexter Baber.

Lawrenceville, Ill., May 5.—Nearly all the wheat has been shipped and not much grain is moving. About 30% of the corn is still on the farms.—W. C. McMichael, Horner Mill & Elevator Co.

St. Joseph, Mo., Apr. 30.—A nice lot of corn remains in farmers' hands. This entire territory will ship considerable corn before another crop is raised.—Wm. S. Geiger, The Geiger Grain Co.

Lanesboro, Ia., May 4.—There is no more corn here to ship out of the station as what is back will have to be used on the farms for feed. Some oats back.—R. A. Maarsingh, manager, Independent Elevator Co.

Panhandle Dealers to Meet.

The annual convention of the Panhandle Grain Dealers Ass'n will be held at Amarillo, Tex., Monday, May 18.

A suitable program and entertainment has been arranged, and all members are urged to attend. Dealers from Panhandle points are requested to come prepared to make an estimate of the crops compared with last year.

One feature of the entertainment will be a luncheon at noon instead of the usual banquet in the evening. This change was made so that those who wish to leave on early trains may do so without missing part of the program.

Barley Movement in April.

Receipts and shipments of barley at the various markets during April, compared with April, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Ft. Worth, cars	.....	16	.....	15
San Francisco, tons	7,398	14,491	.....	.....
Baltimore, bus.	45,648	2,574	341,017	.....
Chicago, bus.	416,000	668,000	148,000	363,000
Cincinnati, bus.	7,000	5,600	.....	.....
Ft. William, bus.	.....	1,143,303	.....	532,271
Duluth, bus.	141,739	139,651	201,067	124,793
Kans. City, bus.	19,500	55,500	1,300	97,500
Milwaukee, bus.	669,430	617,600	149,941	172,920
Montreal, bus.	.....	39,713	.....	.....
New Orleans, bus.	.....	1,516	.....	.....
New York, bus.	1,407,600	1,700	1,175,000	164,000
Omaha, bus.	19,200	16,000	16,000	16,000
Peoria, bus.	.....	39,200	.....	22,400
Phila., bus.	16,731	1,190	16,731	29,938
St. Joseph, bus.	.....	1,750	1,750	1,750
Superior, bus.	144,603	143,271	235,564	124,793
Wichita, bus.	.....	7,200	.....	7,200
Minneapolis, bus.	724,390	854,650	1,268,920	1,288,020
St. Louis, bus.	52,800	43,200	14,400	29,240

Oats Movement in April.

Receipts and shipments of oats at the various markets during April, as compared with April, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Ft. Worth, cars	71	.....	.....	30
San Francisco, tons	892	888	.....	.....
Baltimore, bus.	113,014	39,987	19,654	.....
Chicago, bus.	2,721,000	4,192,000	5,679,000	3,489,000
Cincinnati, bus.	438,000	508,000	252,000	182,000
Duluth, bus.	49,579	23,771	1,968,401	825,107
Ft. William, bus.	.....	4,423,989	.....	4,140,145
Indianapolis, bus.	.....	592,000	922,000	442,000
Kans. City, bus.	595,000	572,900	658,500	239,000
Milwaukee, bus.	852,750	860,200	656,186	1,730,150
Minneapolis, bus.	.....	1,473,913	1,433,390	5,854,160
Montreal, bus.	1,242,800	307,085	33,921	88,649
New York, bus.	2,342,000	472,000	1,506,000	425,000
New Orleans, bus.	.....	.....	.....	.....
.....	908,000	4,987	87,450	10,575
Omaha, bus.	.....	1,296,000	1,524,000	1,716,000
Peoria, bus.	.....	1,189,800	.....	1,204,200
Phila., bus.	380,550	89,103	113,397	86,000
St. Joseph, bus.	80,000	.....	.....	.....
St. Louis, bus.	2,976,000	2,870,000	2,505,402	2,317,320
Superior, bus.	54,041	11,649	806,200	443,357
Wichita, bus.	13,500	49,500	9,000	48,000

The Kansas Meeting.

The 28th annual meeting of the Kansas Grain Dealers Ass'n will be held in the Roof Garden of the Broadview Hotel, Wichita, May 21 and 22. The first session will be called to order at 9 a. m., Thursday, by Pres. C. C. Isely of Dodge City.

After singing by the audience, the annual address of the President and the report of the Secretary will be followed by an address by F. G. Homer, Lawrenceville, Ill., Pres. of the Grain Dealers National Ass'n.

Harvesting an Insurance Crop, by Henry Swift Ives, Chicago.

"Representing Wichita," by L. H. Powell, Wichita.

"Price Trends in the Wheat Market," by Prof. R. M. Green, Manhattan, Kan.

"Why Shippers Should Not Pay Interest on Grain Sold Track," by E. D. Clark, Tampa, Kan.

"Reduction in Mid-Continent Coal Rates," Judge C. M. Reed, Kansas City, Mo.

"Bunc," J. R. Ladlie, Liberty, Kan.

"Legislative Efforts and the Results," Hon. C. M. Cave, Sublette, Kan.

Lightning Rod Demonstration—A. J. Dooley, Topeka, Kan.

"Why Privilege Trading Is a Protection to the Country Elevator Operator," H. P. Trusler, Emporia, Kan.

"The Transportation Question," C. D. Morris, Chicago, Ill.

Elevator Records, Preparation of Cars, Loss and Damage Claims, Delay Claims, Claim Payments, John Baker, Kansas City, Mo.

Henry L. Goemann, chairman of the transportation com'te of the Grain Dealers National Ass'n, spoke before the members of the Salt Lake City Chamber of Commerce at their weekly luncheon recently, pleading for discretion in the choice of public officials.

Corn Movement in April.

Receipts and shipments of corn at the various markets during April, as compared with April, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Ft. Worth, cars	.....	125	.....	46
San Francisco, tons	1,106	1,046	.....	.....
Baltimore, bus.	68,826	114,689	.....	194,065
Chicago, bus.	3,963,000	4,157,000	4,567,000	3,277,000
Cincinnati, bus.	309,600	529,200	245,000	288,400
Duluth, bus.	182,045	282,923	292,363	143,143
Indianapolis, bus.	750,000	892,000	595,000	710,000
Kans. City, bus.	723,750	1,915,000	2,677,500	1,713,700
Milwaukee, bus.	356,860	718,360	1,116,748	1,852,216
Minneapolis, bus.	228,080	803,790	533,160	1,059,840
Montreal, bus.	14,799	12,388	.....	1,438
New York, bus.	34,500	321,900	2,000	203,000
New Orleans, bus.	.....	125,747	338,464	416,939
Omaha, bus.	393,400	2,322,600	1,524,600	3,348,800
Peoria, bus.	.....	1,209,650	.....	983,400
Phila., bus.	38,905	148,030	.....	227,843
St. Joseph, bus.	631,500	1,221,000	733,500	868,000
St. Louis, bus.	1,401,800	3,587,275	1,293,480	1,988,080
Superior, bus.	7,450	209,922	297,701	61,189
Wichita, bus.	93,600	420,000	45,600	97,200

Rye Movement in April.

Receipts and shipments of rye at the various markets during April, compared with April, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Baltimore, bus.	1,582,141	98,462	6,383,671	343,992
Chicago, bus.	611,000	65,000	136,000	29,000
Cincinnati, bus.	2,800	.....	1,400	4,200
Ft. William, bus.	.....	506,992	.....	204,112
Duluth, bus.	590,995	554,841	1,177,370	603,240
Indianapolis, bus.	.....	10,000	36,000	4,000
Kans. City, bus.	1,100	5,500	1,100	16,500
Milwaukee, bus.	39,620	35,375	169,641	12,080
Montreal, bus.	382,982	39,713	.....	.....
New Orleans, bus.	.....	116,736	8,571	68,571
New York, bus.	1,173,000	247,500	3,138,000	1,097,000
Omaha, bus.	18,200	9,800	222,600	22,400
Peoria, bus.	.....	2,900	.....	8,600
Phila., bus.	372,246	667,849	450,436	723,469
St. Joseph, bus.	.....	1,500	.....	1,500
Superior, bus.	469,114	373,690	851,495	872,945
Minneapolis, bus.	.....	190,420	246,530	249,330
St. Louis, bus.	.....	7,800	69,152	20,240
Galveston, bus.	.....	.....	68,571	.....

Illinois G. D. Ass'n Holds Stirring Meeting at Peoria

The Illinois Grain Dealers Ass'n celebrated its thirty-second birthday with a rousing meeting at Peoria May 5th and 6th, over 300 visitors being registered.

The first session was called to order in the Gold Room of Hotel Jefferson, Peoria, by President C. E. Graves, of Weston, Tuesday morning.

The audience was led in singing America by Ervin Ehrends.

The invocation was delivered by Dr. B. G. Carpenter of the Universalist Church.

The dealers were given a double welcome to the city by Peoria's new mayor, Louis Mueller, long a grain commission merchant of Peoria and a member of the Board of Trade, as well as of the Illinois Ass'n. He urged the Ass'n to make Peoria its regular meeting place for annual gatherings.

PRES. GRAVES in thanking the mayor for his welcome, told a story on Louis Mueller as a boy, who startled his Sunday School teacher by offering to meet the devil in personal combat.

PRES. GRAVES delivered his annual address from which we take the following:

President Graves' Annual Address.

The independent grain dealer, and in fact the entire grain trade, has cause for rejoicing at having escaped some of the pernicious legislation advocated by the professed friends and would-be saviors of the agricultural class. The defeat of the McNary-Haugen bill was due in a great measure to the untiring efforts of Congressman Rainey, who is to honor our Association with an address this evening, and who aroused the best minds in Congress to the danger of such unwise legislation. Our National Ass'n valiantly opposed this sort of class legislation, and was instrumental in its political demise. It was never intended as an economic measure, but only a sop to the farmer that would enable the job hunter to get on Uncle Sam's pay roll, and assist the "bunk" politician to remain in office.

Co-operative Marketing Legislation: Thirty-seven states have what are known as Sapiro Co-operative Marketing Laws, including all of the surplus grain states. Some sections of this law have proven to be such a monstrosity that the marketing committee of the Minnesota State Legislature recently held a public hearing at St. Paul with the view of repealing the obnoxious and vicious sections of the Minnesota law. This hearing brought out the fact that the wheat pools of Montana, S. Dakota, N. Dakota and Minnesota have failed to benefit the farmer, and an unbiased audit of the Minnesota Wheat Growers' Ass'n records show that organization to be insolvent, with a probability that it will soon join the defunct and disbanded pools of the far Northwest.

A few figures as to cost of operation may not be amiss. The total expense, including organization purposes and handling 523,644 bu. of pooled wheat was \$162,336.09, which is over 30 cents per bu. Of this extravagant expense to the farmers for marketing their wheat, \$86,426.59 was charged to commissions to organizers and office expense, a shining example of "farming the farmers" via the "co-op. route" as advocated by Sapiro, Lowden, Peteet and others of co-operative marketing fame. By way of comparison a group of eight elevators outside the pool handled an equal amount of grain at one-fifteenth of the organization expense under the pool, proving the present marketing system to be the most economical and most satisfactory method of marketing grain.

It is pleasing to the grain trade that other states are questioning the constitutionality of such drastic and un-American legislation, and it is to be hoped the farmer will soon realize the injustice to himself and the business world in general by demanding the repeal of laws breeding socialism and paternalism, whose advocates desire only a professional fee or a political office as a reward for their activities.

Federal Trade Commission: There is further cause for rejoicing in the grain trade to know that the Federal Trade Commission has at last learned the intent and purpose for the creation of that organization. Almost from its inception the members of the commission have acted as self-constituted spies upon commerce and industry. A recent revision of the rules brought about by a decision of the Supreme Court and proposed legislation by Congress, as a result of frequent fishing expeditions into the records of corporations, together with just complaints from business organizations throughout the country, now assures business in general the courtesy and fair treatment to which it is entitled.

Co-operators Object to Accounting to Uncle Sam: It is amusing to note the wailing of the "co-operators" (?) who objected to accounting for the \$500,000 appropriation they wished our government to legislate from the U. S. treasury for their special benefit as proposed by the Capper-Haugen Co-operative Bill. This is simply another case of whose ox was gored, and it happened to be the proponents of co-operative legislation.

The Grain Trade Brief Presented to the Agricultural Commission. When President Coolidge appointed his Agricultural Commission to investigate farm conditions the Legislative Committee of the Grain Dealers' National Association, whose chairman is A. E. Reynolds, prepared a brief entitled, "The Grain Trade," and presented it to the Agricultural Commission for its careful consideration. This brief should be read by every grain dealer and farmer in the United States, as its contents are a matter of record based on facts pertaining to the grain trade during the past 34 years. It is a pleasure to quote the conclusion of this committee as follows:

"The grain trade (including the successful farmers' elevators) takes its stand with a sense of absolute fairness and justice on these four propositions:

(1) Against artificial stimulation of co-operative marketing.

(2) Against special privileges to any class.

(3) Welcomes competition from the self-help type of co-operatives.

(4) Secretary of Agriculture Henry C. Wallace just before his death wrote his annual report to the President. In this last message he took a stand on the question of state aid and self help which is now and always has been the stand taken by the grain dealers, namely:

"The relationship of the Government to co-operation should be one of service. It should help farmers market their crops just as it helps them produce crops, not by doing the work, but by supplying information which the farmers cannot get for themselves. To go further would be to injure rather than to aid the co-operative movement."

Let the Government supply information to the farmers "which they cannot get for themselves." To go further than this is to injure the grain dealers and also "to injure rather than aid" the farmers themselves. Here is a safe, progressive, just and permanent policy. On it we stand.

Secretary of Agriculture Jardine has also said, "The Government possesses no magic wand, the waving of which will cure all agricultural ills, but the farmer must learn to help himself through the educational facilities supplied him by his Government." It is true President Coolidge and Secretary Jardine are committed to further co-operative legislation, but let us hope that the intense feeling between the "co-op." factions continues to broaden; also that the merry fight between the Grain Marketing Co. and the Illinois Agricultural Association (the latter organization having sponsored the defunct U. S. Grain Growers) becomes so disgusting to the President, his Secretary of Agriculture, Agricultural Commission, Congress and the real farmer himself to the extent that all legislative action of a co-operative nature be cancelled. One more crop to dispose of at prices in line with those of the past year would do much to eliminate the activities of the farmers' would-be saviors. Let the farmer alone and he will work out his own salvation and be the better for having done so. The only true co-operation is that with his local banker, merchant and grain dealer, all of whom are dependent on each other, and when this is done in each and every community, real co-operation will have become a fact instead

of a fancy as now painted by the professional fee grabber and the standing office seeker.

Warning to County Agents: The Government has also recently found it necessary to warn County Agents that their work was purely educational and not of a commercial nature in opposition to established business.

Freight Rates: The present high grain rates are the cause of much dissatisfaction to both shipper and producer. At the same time the increased cost of operating the railroads, due to higher priced material, better pay to employees, building hard roads parallel with some of the short lines, and as a natural result reducing the income of both the passenger and freight departments, raises the question as to whether rates can be reduced without curtailing the efficiency of the railroads. The railroads are essential to the grain trade, and have had more to do with the commercial development of our country than any one thing.

The Regional Advisory Boards, composed of shippers of all commodities, which have operated so efficiently the past year in conjunction with the American Railway Ass'n, has promoted a get together spirit between shipper and carrier, resulting in much benefit to both. Let us hope that the best minds on both sides of the rate controversy may bring about a happy solution of this important question at the earliest date possible.

Relation of Grain Dealer to the Farmer: The independent grain dealer has no quarrel with the farmer or farm organizations; in fact, many grain men are also farmers and members of farm organizations. His interest is in the prosperity of the farmers and on many occasions that interest has been manifested in timely financial aid during depression and low prices, also good advice in selling at a remunerative price. However, any legislation that will enable any particular class of people, farmer or otherwise, to extract money from the Federal, state or county treasury to fight someone in the same line of business, and who is conducting it in a lawful and legitimate manner, is not conducive to good government and furthermore is a violation in both spirit and letter of the principle embodied in the Constitution of the United States of America. The opinion of your humble servant is that what our country is most in need of at the present time is a thorough study of the preamble to our Federal Constitution and a closer application of the Golden Rule to our fellow men. Then indeed will the millennium have arrived in the grain trade.

SECY. W. E. CULBERTSON of Champaign presented the following annual report:

Secretary Culbertson's Annual Report

Before giving you a resume of the activities of your Association for the year, I wish to speak of a matter of deep concern to me, and one which I trust may be of interest to all of you, namely, the condition of the country grain dealer in Illinois. He is not now nor has he been making a fair return upon his investment. This applies to both the independent and the co-operative alike. The reason is that he can no longer do business upon the same buying margin that has been in vogue for the last decade, and as a result he is depending more and more upon speculation for his profits. This is economically wrong. Speculation may be the cornerstone to wealth, but no one has the right to speculate who cannot afford to lose. It has been my observation that any business that must depend upon speculation for its profit will ultimately bring financial ruin to its owner. This is emphasized by the number of co-operatives that are in financial difficulties and the number of independent elevators that are for sale.

The country grain man for the last twenty years has been one of the most maligned of all business men and this is due to the general public having an erroneous idea of just what his function was and is in the business life of this nation. It may be of interest to you that in our high schools, colleges and universities, where economics is taught that in many instances the lessons and explanations are direct



Back row, left to right: L. W. Railsback, director; L. A. Tripp, 2d v. p.; T. E. Hamman, director.
Front row: A. C. Koch, 1st v. p.; C. E. Graves, pres.; W. E. Culbertson, sec'y Illinois Grain Dealers Ass'n.

attacks upon our business, our methods and ourselves. That the general public do not understand our business is small wonder, when we who are engaged in the business cannot understand the motives that prompt some dealers to offer more for grain than they can obtain for it, and to resort to other unethical practices in order to keep their competitors from handling it.

The country elevator is necessary to the marketing of grain and cannot well be dispensed with. That the elevator is entitled to a reward for the service performed is conceded, but it is up to the elevator owner to obtain it. It is high time that the trade realize this and make an effort to put the business upon a sounder basis. This can best be done by the dealers following the plan of the bankers of this state and organizing in county units as such organizations will permit the dealers to get better acquainted with one another and afford an opportunity to discuss the evil practices of the territory and devise means for their eradication. I leave this as a suggestion.

Arbitration: Since our last annual meeting the work of the Association has been largely of a routine nature. The Arbitration Committee has held no meetings; however, your Secretary's office has been used as a medium through which several controversies have been settled. The arbitration feature of every association is one of its greatest assets, as it affords a means to adjust differences when all others have failed, but it has always been my belief that it should only be used as a last resort, and it gives me much pleasure to report that this is the third consecutive year that we have had no cases to refer to our Arbitration Committee. I doubt if there is another organization of like character that can equal this record. The reputation, "our members live up to their contracts" is one of which I am very proud and means much to all of you, for it increases your standing among the receivers of all terminals.

The Scale Department has so grown in popularity that in addition to Messrs. J. B. and L. C. Sowa we have put on another inspector, Mr. W. T. Kramer. Each inspector is assigned to a fixed territory which he covers at least once each year, traveling via auto truck and carrying his necessary test weights and repairs. The charge permitted to be collected by the inspectors is \$4.00 for the first scale and \$3.00 for each additional scale, together with \$5.00 in lieu of actual traveling expenses to our members and \$5.00 straight for all scales inspected for non-members, together with the \$5.00 expense charge.

Any repairs furnished are charged for at factory prices, and the labor of installation is an extra charge. Of course, where a special trip is made for the convenience of the individual dealer the inspector is permitted to charge his actual traveling expenses in addition to the regular test fee, so it will be seen that it behooves our members to take advantage of the services of the inspectors when they are making their regular trips over the territory. The past year there have been a number of instances where dealers would not permit the inspector for some reason or another to go over their scales when he arrived on his regular tour, and then a short time later demanded that the inspector return, and yet protested paying more than the \$5.00 expense fee. It should be borne in mind that our Scale Department during the year has somewhat over 1,000 scales that have to be gone over and that these cannot always be attended to just at the time that it would be most convenient for the owner. It is the desire of our Scale Department to take care of all the grain trade and especially our members, and in order that this may be done we must have your co-operation. I trust that during the coming season you will give us this by permitting our inspectors to go over your scales on their regular trips. Letters advising that the scale inspectors are coming into your territory are mailed out in advance and to make sure that the inspector will call should be returned.

The Claim Dept.: During the past year the Claim Department has handled very few claims. Either this department is not patronized by the members as it should be or else they are fortunate in having few claims. We trust that the latter is the case. To make up for the loss in revenue in this department we have taken an agency with the Integrity Mutual Casualty Co. and are now in a position to handle all kinds of casualty insurance. We hope that our members may permit us to handle their Workmen's Compensation and Public Liability Insurance.

The compiling of the 1925 Directory of the Grain Trade was begun in August and completed in time to be issued to the trade January 1st. The expense of publishing and distributing this is taken care of thru the advertisements it contains and in this connection I desire to state that the Association solicits advertisements from only those whom we believe to be reliable people and worthy of the patronage of our members.

Proposed Change in Oats Standards: Early this year the Department of Agriculture gave notice of a proposed change in the official standards for oats and held a series of public meetings that those interested might be heard. These proposed changes were for the purpose of giving the wild oats grown on the foul lands of the Northwest a grade status. Your Association

was represented at the hearing in Chicago and protested any change in the present standard. It being our belief that if any change should be made that it should be a tightening up of grades whereby the present liberal allowance of these wild oats would be reduced.

Besides attending to the routine of the office, I have spent as much time as possible in visiting our members and attending local meetings. Forty-one new members have been secured during the year; however, our membership shows a slight loss as thru deaths, business failures and resignations we have lost forty-five members.

Financial Condition of the Association.

RECEIPTS.

Bal. on hand May 1st, 1924.....	\$1,875.44
Membership dues	\$5,038.00
Membership fees	45.00
Directory advertising	1,950.50
Claims	15.45
Scales	346.36
Sale of directories	80.00
Insurance department	243.34
Total	\$9,594.09

DISBURSEMENTS.

Rent	\$ 246.00
Postage	137.84
Secretary's salary	3,500.00
Asst. Secretary's salary	1,500.00
Annual convention	292.50
Telephone, telegraph & express	118.24
Office supplies	19.80
Secretary's expense	687.56
Office expense	12.00
Directory	814.40
Dues to the National	300.00
Printing	129.51
Total	\$7,757.85

Bal. on hand May 1st, 1925.....\$1,836.24

In conclusion I wish to express my heartfelt appreciation for the many courtesies extended me during the past year, and the loyal support given the Association.

Upon motion of M. A. Hilmer, the report was received and placed on file.

T. A. HAMMAN, Chairman of the Finance Com'te, commended the system of bookkeeping in the Secretary's office and reported the accounts correct, clear and accurate. He recommended that the system be continued.

E. M. WAYNE, Delavan, Chairman of the Executive Com'te reported that the com'te had enjoyed a very busy year with nothing to do. He explained that the duties of the com'te were to settle disputes and differences appealed from the regular standing com'tes. He begged the members to get busy and stir up some trouble so the com'te would have something to do.

Pres. Graves appointed to supplement the Com'te on Resolutions: H. A. Hilmer, Freeport; F. G. Winters and John E. Brennan, Chicago; H. I. Baldwin, Decatur, and A. H. Shelby, Sidney.

Adjourned for luncheon.

Tuesday Afternoon Session.

The second session was called to order by Pres. Graves, who introduced Secy. Chas. Quinn of the Grain Dealers National Ass'n. In discussing the Present Tendencies of the Agrarian Movement, he said that the agitators had filled the farmers with depressing stories of the burdens heaped upon them until the average farmer is up in arms against the Government and the established order of business. They do not hesitate to go to Washington and demand all kinds of foolish legislation because, as he puts it, "I am a farmer."

The Dept. of Agri. issues frequently a pamphlet boosting the cause of co-operative marketing. I have carefully read many numbers but I have found no word about the failure of many schemes to go around the middlemen.

A so-called expert in Marketing Economics of the Ohio University wrote me asking me to advertise meetings to be addressed by college boys on Managing Co-operative elevators. It is doubtful if any of these expert lecturers ever marketed a bushel of grain in their lives, yet they are willing to spend \$750,000 of the tax payers money in telling what they do not know about marketing grain.

I hope each of you has read our brief on Government aids to the farmers. It was compiled by Prof. Boyle of Connell University and we believe was largely responsible for the mild recommendations of the President's

Agricultural Commission. I am pleased to inform you that Prof. Boyle, who has the largest Agricultural Library in the world at his elbow is preparing a history of co-operative marketing. We expect to have it ready for members of Congress when they again convene in Washington with a view to informing them on what has been accomplished in this line.

I want to tell you that altho the National Ass'n may not be entitled to all the credit for the defeat of the McNary-Haugen bill, it exerted a powerful influence against this iniquitous measure. I firmly believe that the National Ass'n must be given full credit for the defeat of the tax on telegrams and telephone messages. We secured the hearty co-operation of all large national trade and business organizations and swamped the Chairman of the Ways and Means Com'te with telegrams with the result that the tax was dropped from the new revenue bill by the House.

The Senate put it back in the bill so we had our work to do all over again. However, we went to work again and the tax was dropped before the bill was sent to the President.

R. C. Conway, Internal Revenue Agent in charge of Springfield District, addressed the dealers on the Income Tax Law and Regulations. In the course of his address he said:

You are entitled to take depreciation on your property. If your elevator was acquired prior to March 1, 1913, you must establish its value on that date in order to determine its depreciation. Of course you must determine its actual cost and the probable period of usefulness.

Grain dealers who render tax reports by fiscal years must take care to file their reports within two and one-half months of the closing of their fiscal year.

Dr. J. W. T. DUVEL, Acting in Charge of Grain Futures Administration at Chicago, in addressing the dealers on The Legitimate Use of Trading in Future Contracts, said, We have been operating under the Grain Futures Act for a little more than two years. We have ten contract markets, but 90% of the future trades are made in Chicago.

We receive daily reports from all Chicago members of the Board of Trade of the volume of trades made daily and the amount of the open trades.

The farmer who holds his grain should hedge it in the market. They don't in Canada. We believe the country elevator men should hedge against their holdings. The hedges should be carried until the grain is disposed of, then cancelled. Carrying grain without a hedge or carrying a hedge after the grain is sold is pure speculation.

We are going to send you a questionnaire in hope of finding out how you use hedging and what you can do to use it to better advantage.

The large traders are given a number and all trades by them recorded under their number, but no names are ever disclosed. The traders who back up their market convictions with their money surely prove their sincerity by their trades.

Much of the market gossip is unreliable and wrong and news of this character should be discontinued. The Board is now considering forbidding the sending out of any market gossip unless it is known to be correct. Last Saturday, a pit trader in Chicago circulated the report that a certain firm had bot 2,000,000 bus. of corn the last half hour of trading. Our records show that the firm accused of buying had not purchased half that amount all day. I have spent much time in the pits and talked with others and I doubt that anyone can stand there and tell exactly what is going on.

Last October I suggested that the Grain Exchanges adopt a rule limiting the daily range in the price of any grain, and I was told that I did not know anything about marketing grain. The repetition of recent fluctuations will surely result in additional legislation when Congress again convenes. If you find a practical remedy you may help our lawmakers to enact laws that will help you. We

want to build up the grain exchanges, to make them better. We have the best grain marketing system in the world, but I believe we can make it better.

As to the outcome of the present investigation I will say that if we determine that someone was guilty of manipulating the market either up or down we will see to it that they are punished to the full letter of the law.

Those who lost money on the decline may feel grieved at us or at the grain exchanges for not enforcing the law and likewise those who lost on the advance. There are plenty of losers on both sides [laughter].

We are trying to check the circulation of false market news and half truths. You may remember that several weeks ago someone reported that serious financial difficulties in Italy were imminent. Investigation by Broomhall disclosed a default by a buyer of a small parcel of grain. I took up the matter with the Board of Trade and the officers are trying to stop the circulation of such misleading information.

E. M. WAYNE, Delavan, presented the following resolution which was sent to the Com'te on Resolutions:

Want Short Selling Restricted.

WHEREAS, there has been an unusual advance in the grain markets the past year due supposedly to the short crop in this and foreign countries, and,

Whereas, the grain markets the past three months have been one of unheard fluctuations downward, causing great loss to the handlers of cash grain, and also the farmer producing the same, and,

Whereas, there seems to be a prevailing opinion thruout the country that a combination of wealthy speculators spending their vacations in the South assisted very materially in the downward trend by selling large quantities of short grain on the Chicago Board of Trade and other markets of the world, and,

Whereas, there has been, and now is, a great deal of complaint as to the manner in which farm products are being manipulated, and,

Whereas, the Government is now trying to work out some plan whereby the grain markets of the United States will become more stabilized. Therefore, be it

RESOLVED, that we, the Illinois Grain Dealers Ass'n, in convention assembled, do hereby insist that the Chicago Board of Trade and other exchanges do so amend their rules that the short selling of grain will be either restricted or discontinued.

Geo. H. HUBBARD, Mt. Pulaski: I arise to sound a note of warning. There are two sides to this question and I hope you will not act without serious consideration and thoughtful discussion. Do not forget that it was the speculator who discovered the world's shortage last fall and bid up for grain so that you and I could pay our farmers handsome prices for their grain. I recall with sadness, days of stabilized prices for corn when I bot crop after crop of fine corn at 16 to 22 cts. a bushel. Then memberships in the Board of Trade were selling at \$600 to \$700 and less future trades were made in a week than are now made in an hour.

All you grain men are constitutionally bulls. If you were 100,000 bushels short you could not sleep, but if you were long you smile and ignore the blackboard. You like to pay a good price for the farmers grain. For my part, I want the Government to keep its hands off the market. Throw it wide open. Let the speculators pay all they want to for the farmers grain. Why should we kick? We hedge in Chicago but ship little grain there. Why not make grain in any market deliverable in Chicago at the difference in the freight and thereby avoid congestion of Chicago's storage facilities?

S. A. WHITEHEAD, St. Louis: What are you going to do to check the dissemination of false and misleading information? That is what causes the wide fluctuations. The Government is just as much to blame as any one. Its crop reports are often wrong and influence the market prices as much as any other. Stop the false reports.

F. G. Winter, Chicago: In the consideration of the resolution, the Com'te might

be helped if Dr. Duvel would advise us whence come the great volume of orders to the Chicago Board of Trade. Do they originate in Duluth, Minneapolis, Omaha, Kansas City, St. Louis or where?

Dr. DUVEL: Chicago is the great trading center of the world and orders are sent there from every town and village of the world. I doubt if the daily trades in Liverpool ever exceed a million bushels yet Chicago will trade in more than a million the first five minutes.

John E. BRENNAN, Chicago: One day recently when prices were unsteady, a chair warmer in one of the brokers offices on the ground floor after shifting uneasily in his arm chair for a time finally gave an order to buy 5,000 bus. at \$1.75. Then he started out to get a little air, but stopped next door to see what was doing. To his amazement wheat was cheaper in the second brokers office so he rushed back to his loafing place and shouted, "Here, cancel that order to buy five wheat at \$1.75. I can get it next door at \$1.71."

Pres. GRAVES appointed as Nominating Com'te: C. C. Miles, Peoria; W. H. Boies, Gridley; Fred M. Davis, Toulon; L. B. Walton, Mayview, and L. W. Railsback, Weldon.

Adjourned to 9:30 Wednesday.

The Banquet.

The annual banquet of the Ass'n. was a great success. In fact nearly 250 dealers with their wives and sweethearts gathered around the festive board.

Before the cigars were passed, Pres. Graves introduced Grant M. Miles of Peoria, who was to serve as toastmaster for the evening. After welcoming the visitors to the city of fond memories antedating the Volstead Act, Toastmaster Miles introduced Major Jerry McQuade and Captain Donnelly, late of the Australian army. The major led the audience in singing a Turkish duet known as "The Old Oaken Bucket." After singing it slowly and rapidly, the audience gave it in pantomime and everybody laughed.

The toastmaster next introduced Congressman W. E. Hull as "The man who made hard roads safe for balloon tires," and asked him to introduce the famous speaker of the evening, the Hon. H. T. Rainey of Carrollton.

Congressman Rainey with his deliberate delivery, pleasing voice and charming personality, simply hypnotized the entire audience for an hour and a half with praise for the nation, condemnation for the bureaucrats, and gave pleasing predictions for the future that made all the dealers light hearted. He assured his audience that the United States was not only the greatest producing nation but also the greatest consuming nation the world had ever known and could not help but have a prosperous future.

Wednesday's Session.

Chas. D. Morris, ass't chairman, Western Railway Com'te on Public Relations, Chicago, opened Wednesday's session with an address on the "Transportation Question," saying in part:

I am pleased to talk to you on this subject because I believe it is, and should be, very important to grain dealers. Today we have very satisfactory transportation service, made possible by the transportation men in spite of many reversals and much adverse treatment. But they have stood about as much as they can. A reversal of the present treatment is necessary if the railroads are to continue efficiently serving shippers in these United States.

Recently Congress passed the Hoch-Smith resolution to make an investigation of the freight and passenger rate structure thruout the country to show that agricultural products rates are unjustly high compared to the rates granted manufactured products. Orders have been given the Interstate Commerce Commission which will lower agricultural rates if it finds any possible means.

Not so far back rates on agricultural products were reduced 14% and on other products 10%. The tonnage of western and northwestern carriers consists very largely of these products and they felt the cut deeply. If a further reduction is made one of two things must happen. Either service must be curtailed or its quality ruined with prevalent car shortage and considerable delays resulting.

Every week some political newspaper states

that railroads are paying \$7 to \$12 on their common stock. In truth only 12 railroads in the country have stock worth par. Money invested in railroads 20 years ago is now worth only 50 cents on the dollar. A hundred dollars invested in farm land in the west 20 years ago has increased to \$250.

Four railroads enter Sioux City, Ia. A dollar invested 2 decades ago in them now averages only 46 cents. The stock of only one of them is worth par.

Every ordinary man takes the railroads as a matter of course. When he gets on a train he doesn't realize that from \$250,000 to \$300,000 is invested in that train alone, and that the investors expect a fair return.

During the last 4 years railroads have reduced their costs by \$3,500,000 each day. In the same space of time their taxes have been increased \$172,000 per day.

Some people think it the duty of the Interstate Commerce Commission to fight the battles of the shipper. The Commission is also instructed to enable the railroads to earn a fair return on their investment and its duty is just as much to protect the carrier as the shipper. It is illegal for the I. C. C. to fix rates so low that they are confiscatory. Addition of a billion dollars to the receipts of the railroads would have prevented the present receiverships. The St. Paul, one of the best roads in the country, has gone under due to the reduced rates on agricultural products, which constitute the largest proportion of its business.

The approximate per mile income in 1924 of the St. Paul was only \$10,000; I. C., \$25,000; C. B. & Q., \$29,000, and Rock Island, \$15,000. If agricultural rates had not been reduced the St. Paul would have met its obligations.

When we send a man to Congress nowadays he immediately becomes imbued with the idea that he must do something for the farmer. The salvation of the farmer, like that of the grain dealer and the merchant, lies in his helping himself and there is no royal road to success.

The state grange of Oregon recently passed a resolution asking the state legislature to remove all taxes on the farmers, failing to realize that all taxes are ultimately paid by the consumer. The amount apparently saved would show in increased cost of the things the farmers buy. Such a law would be valueless. Yet politicians, anxious to get in or stay in office, will forget fundamental laws of economics.

Three outstanding points were contained in the bill that returned the railroads to their owners, following the close of the war. President Wilson, in a letter to Congress, said: "We should have continuous transportation service without drawing upon the Federal treasury" and every station in the country should have such service.

Congress was instructed to permit such rates as would make this possible and return a fair interest on the investment; would enable complete maintenance of railroads and provide for future expansion and emergencies; would permit a reasonable return.

The Interstate Commerce Commission decided that 6% was a fair return and later cut this to 5½%. In no year since have the railroads earned this amount.

Every decade, with the exception of the last, has shown an increase of 25% in the freight tonnage handled. So far since the war the railroads have not earned sufficient to provide for the future.

The good roads and the automobiles have eliminated 50% of the short haul passenger traffic formerly handled by the railroads. They have likewise affected the freight short hauls. In 1924, at 10 leading live stock markets, 40,000 carloads of hogs were delivered in motor trucks and the railroads' revenue cut by just that much.

Short hauls are the biggest revenue producers for the carriers and loss of short haul business thru motor trucks, buses, automobiles, etc., necessarily results in increased charges on long hauls.

Several years ago five railroads did business between St. Joseph, Mo., and Atchison, Kan. Then a hard road was built between the cities. Three months later 3 bus lines had started between them and cut under the railroad rates. Trucks started carrying freight.

Two of the railroads went direct to Atchison. They are still doing business there, but have taken off all local equipment. The other 3 ran past one edge of Atchison and ran spur tracks into the city. They have long since abandoned the spurs.

Of the \$2,000,000 bond issue voted to build the hard roads, one of which I just mentioned, the railroads paid \$586,000 in taxes and have lost material business thru it.

The buses and trucks pay no roadbed maintenance costs and no taxes on a right-of-way. I am ready to believe that there is room in this country for all forms of transportation, but they should be subjected to the same laws and regulations by the State or Interstate Commerce Commissions as are the railroads. Rates on the railroads have been reduced, while wages have continually risen. The railroads are hit both coming and going. And much of the money-making short haul traffic has been lost.

A bill was enacted by Congress last year which makes it impossible for transcontinental railroads to compete with the Panama canal. Ships passing thru the canal are permitted to make their own rates. As a result, 83% of the cars from Oregon, Washington and the west coast must move back "dead head." To play fair with the railroads the government should regulate the ship rates and the Panama canal charges.

Under the constitution of these United States every man is entitled to an equal chance. This has not been granted the railroads in competition with other common carriers.

If you would have efficient and service giving railroads, write your Congressmen or tell them when they are elected, to stop using the railroads as a political plaything and treat them fairly as a business necessary to the efficient operation of all other business.

V. E. Butler, of the Grain Dealers' National Mutual Fire Insurance Co., talked on "Improvement in Elevator Construction and Lightning Protection," briefly stating:

Some difficulty used to be experienced in the construction of new elevators because of a lack of knowledge of how to avoid fire hazards. Our company circulated a small booklet among the people in the trade and the failing is not now so prevalent.

Many times, however, alterations are made without the owner first consulting his insurance company, which result in added fire hazards. Policy holders could easily avoid such hazards by telling us what they propose to do and going over the plans with one of our men.

In the 22 years the Grain Dealers' Mutual has been in business \$3,250,000 have been paid in fire losses, most of which could have been prevented if proper precautions had been taken.

Barrels and buckets have been the means of extinguishing an untold number of small fires that started and were immediately discovered. The assets of our company are now listed at \$1,702,000. During our business career \$1,708,000 have been saved our policy holders thru barrels and buckets.

Dust in feed mills has always constituted a great hazard and has caused us to establish a service department to help the builder solve this problem. Several other points have been added to the service department to help the policy holder and builders. Among them is electrical installations. The company recently published a booklet which received the approval of the General Electric Co., covering the installation of electric motors and equipment to prevent fire hazards and it is accomplishing considerable.

Some people forget that mutual companies have a legal department, always ready to help them on legal questions pertaining to insurance, and which is able to give them information on any insurance company.

The service departments of mutual insurance companies have drawings and plans for the installation of lightning rods. In the past 22 years we have paid 345 losses caused by lightning, which totaled \$290,000. A wooden, shingle roofed elevator may be completely rotted at a cost of from \$60 to \$100. Protection on an iron clad house may be had for \$5. Surely no elevator operator can afford to take chances when the cost is so slight.

The following resolutions were offered and unanimously adopted:

Resolutions.

Limiting Future Trades.

WHEREAS, the Department of Agriculture is making an investigation of the future trading on the Chicago Board of Trade market, and that no report of such investigation is as yet available, your Committee is of the opinion that the great problems of national and international commerce and banking demand that this Ass'n should approach the question of limitations in quantities and prices in future trading with great caution; and

WHEREAS, the crop forecasts for wheat this year indicate that this country may be on a domestic basis, that is, that we will raise no more wheat than we will consume, and that this is a year when the placing of limitations might react unfavorably upon the farmer, be it

RESOLVED, That a Committee of three members of the Ass'n be appointed by the Pres. to work with the Chicago Board of Trade to devise practical and reasonable ways and means to meet the demand of the general trade that radical swings in the future market be so far as possible eliminated.

Waterway Lakes to the Gulf.

RESOLVED, That this convention declares itself to be in favor of a deep waterway from the Lakes to the Gulf. We believe the time has come for aggressive action on the part of Illinois in this matter. We realize as shippers of grain the importance of waterway transportation on a route wholly on American territory, connecting the farms of Illinois and of all the Mississippi Valley states with the consuming nations of the rest of the world. We believe the dams should be removed in the Illinois river; that there should be government

aid for levees on the Illinois river; that there should be an adjustment of just claims of farmers in the Illinois valley against the Chicago Sanitary District; that there should be a nine foot waterway in the Illinois river; that there should be a sufficient flow from Lake Michigan to maintain at all times that depth in the river; that there should be in the interest of taxpayers of Illinois the largest possible revenue from water power in connection with said waterway to be controlled by the state of Illinois. We are advised that the Hull Bill is the only bill pending in Congress which embraces all these features. We therefore unreservedly endorse the Hull Bill and we commend the efforts of Congressman Hull and Congressman Rainey in the fight they are making for this waterway and we pledge to them our cordial co-operation and our aid in accomplishing the results for which they are so strenuously fighting.

Fair Rates for Railroads.

WHEREAS, the railroads of the country are now meeting the keen competition of the hard roads and trucks in a commendable manner, and

WHEREAS, the prosperity of the railroads enabling them to give good service goes hand in hand with the prosperity of members of the Illinois Grain Dealers' Ass'n, therefore be it

RESOLVED, That we, the members of the Illinois Grain Dealers' Ass'n in convention assembled, do declare ourselves as favorable to reasonable and just rates for rail transportation.

Hiram N. Sager.

RESOLVED, That the convention expresses its profound sorrow at the death of the late Hiram N. Sager of Chicago, who was one of the outstanding figures in the grain trade of the middle west and the memory of whose honorable career will long be cherished by us all.

J. A. Schmitz, weighmaster, Chicago Board of Trade, spoke on scale inspection, saying:

Sec'y of ass'ns have trouble in getting their members to have their scales inspected regularly. Scales may serve admirably for years without inspection. But that is no reason for neglecting them. They may develop defects quite easily.

A small percentage is not sufficient—testing needs at least 8% of capacity, of known weight to be accurate. This is true for track and hopper scales. Five and 6-ton wagon scales are usually tested with a thousand pounds of known weight. For proper maintenance, scales should be tested at least once during every season.

Sec'y Culbertson said on the proposed change in oats grades: In terminals at gateway cities a demand has arisen for a grade on wild oats. Out in the Northwest, where considerable wild oats are raised, it is thought they should be given a standard. At present they must be sold as mill oats.

The present standards, however, permit a rather large percentage of them to be contained in the regular flow of standard grades. And here in Illinois very few wild oats are raised so the dealers are hardly interested.

The same officers who have served for the past year were unanimously re-elected. They are:

C. E. Graves, Weston, pres.; A. E. Koch, Breese, 1st vice-pres.; L. A. Tripp, Assumption, 2d vice-pres.; M. J. Porterfield, Murdock, treas.

Directors elected are: B. P. Hill, Freeport; T. E. Hamman, Arcola; E. M. Wayne, Delavan; Oscar Rink, Edenburg; Louis J. Colehover, Winona.

Adjourned *sine die*.

Convention Notes.

Omaha, Nebr., sent A. Hedelund.

Cort Addison came from Kansas City.

Ralph H. Brown came from Cincinnati.

R. W. Hale represented Nashville, Tenn.

Lafayette, Ind., sent C. H. McEwan, and Will W. Wilson.

Lee Lockwood of Des Moines was the only dealer from Iowa.

Nearly 30 ladies accompanied their husbands to the convention.

Pencils were distributed by the J. C. Shaffer Grain Co., Lee Lockwood and the Cleveland Grain & Milling Co.

F. J. Conrad exhibited grinding plates of the Munson Ball Bearing Attrition Mills and samples of products reduced.

V. E. Butler, D. Clay Cook and J. W. Huntington represented the Grain Dealers National Mutual Fire Insurance Co.

INDIANAPOLIS delegates were Bert A. Boyd, Chas. M. Evans, Don T. Hart, C. Wm. Maibucher, Lew Hill, Ed. K. Shepperd.

BUILDING and supply men present were C. A. Burks, Decatur; Geo. Saathoff; Harry E. Surface of Webster Manufacturing Co.; F. J. Conrad of Munson Mill Machinery Co.

Jos. A. Schmitz, Chicago Board of Trade weighmaster, and R. R. De Armond, supervisor of the dept. of weights and samples of the St. Louis Merchants Exchange, were present.

Registration was handled by J. W. Huntington and D. C. Cook of the Grain Dealers National Mutual Fire Insurance Co., which supplied identification badges. Approximately 300 delegates registered.

The U. S. Dept. of Agriculture was represented by J. W. T. Duvel, Chicago; Philip Rothrock, St. Louis; W. B. Wallace, Bloomington; R. J. Wallace, Champaign; C. A. Russell, Indianapolis, and Mr. Wood of the Dept. of Justice.

Bert A. Boyd exhibited several novelties, distributed small notebooks, and performed many sleight of hand tricks. Among his novelties was a small, whistling, wooden statue that declared it was happy because it consigned to the Boyd Grain Co.

BROKERS from interior towns included R. O. Augur, H. T. Baldwin, J. C. Hight, from Decatur; R. C. Baldwin, R. Hasenwinkle, J. L. Meara, C. F. Scholer, from Bloomington; E. W. Davis and H. H. Potter from Galesburg; T. M. Hoarty and H. A. Stotler from Streator; L. S. Fowler, Champaign; Wm. Goldberg, Danville; W. W. Hill, Springfield.

THE ST. LOUIS market was represented by A. H. Beardsley, of Picker & Beardsley Commission Co.; H. L. Boudreau, Frank Bubb and P. C. Knowlton, Martin & Knowlton Grain Co.; W. E. Hotchkiss, Marshall-Hall Grain Co.; Ed. H. Hunter; Otto Gates and B. F. Jostes; Mr. Klosterman; H. H. Savage of Langenberg Bros. Grain Co.; Edw. C. Seele and T. C. Taylor; H. A. Von Rump; S. A. Whitehead, Nanson Commission Co., and C. H. Williamson.

CHICAGO was represented by John E. Brennan of John E. Brennan Grain Co.; James E. Bennett; G. S. Bridge; Charles H. Dodd and W. B. Page of J. J. Badenoch Co.; Wm. M. Hirshey of J. C. Shaffer Grain Co. with his wife and daughter, Phoebe Francis; John A. Low and A. E. Wood of E. W. Bailey & Co.; H. J. Rogers and Wm. Tucker of Lamson Bros. Co.; C. D. Olsen, Eugene Schifflin, R. T. O'Neill, F. F. Munson of P. H. Schifflin & Co.; Gordon Hannah; A. R. Tunks of Bartlett Frazier Co.; W. M. Timberlake, B. F. Traxler and F. G. Winters of the Quaker Oats Co.

Illinois shippers present included: W. S. Beatty and G. J. Bronaugh, Auburn; R. F. Bader, Vermont; W. W. Boughton, Chenoa; W. H. Conley, Lincoln; E. B. Chapman and wife, Casner; J. C. Clemmons, Virden; L. J. Colehower, Winona; G. C. Dunaway, Utica; Russell Delaney, Wapella; Wm. Dodge, Fidelity; C. E. Dawson, Le Roy; R. W. Erdman, Williamsville.

O. H. Fullenwider, Mechanicsburg; T. F. Grady, Farmer City; Frank Graff and W. G. Gerbing, Ashland; Roy Hausmeyer, Beardstown; F. C. Herron, Milford; M. A. Hillmer, Freeport; H. E. Hamman, Arcola; H. W. Harding, Hanna City; J. H. Hildebrand, Emden; G. H. Hubbard, Mt. Pulaski; J. S. Harms, Pleasant Plains; M. B. Hyde, La Rose; M. A. Kirk, Bondville; G. Kilver, Winchester; John Kinsella, Colfax; A. C. Koch, Breese.

C. R. Lewis, Jacksonville; H. J. Moore, Gibson City; Harold R. Meents, Clifton; W. C. McMichael, Lawrenceville; F. L. Neal, Walnut; R. A. Nelson, Princeton; L. C. Ohmes, Lincoln; E. J. Overly, Wing; M. J. Porterfield, Murdock; J. W. Prather, Williamsville; C. W. Parry, Chenoa; J. E. Potter, Toulon; B. F. Quigg, Minier; R. J. Railsback, Hopedale; J. B. Rice, Dunlap; H. B. Rowe, Jr., Kenney.

Emil Schram, Ashland; F. W. Smith, Lincoln; M. C. Shutt, Girard; John H. Sheehan, Dunlap; U. J. Sinclair, Ashland; G. O. Stempel,

Princeton; Fred E. Shannon, New Philadelphia; John Schultz, Beardstown; L. A. Tripp, Assumption; Claude Turner, Hume; J. A. Vincent, Odell; E. M. Wayne, Delavan; W. A. Webb, Le Roy; L. B. Walton, Mayview; Frank Ware, Butler; A. T. Wise, Pekin; M. T. Welsh, Langham; C. K. West, Loda; Byron E. Williams, Kemp; and F. S. Yant, Milford.

Elevator Built of Concrete Staves.

The Sully Co-operative Exchange began business at Sully, Ia., four years ago with only \$6,695 paid in capital, but under the able management of Henry Welle has now accumulated a surplus of \$12,949 and \$22,769 assets. Most of the original capital was paid out for the old elevator and business of Macy & Awdry, which elevator was taken down, and the new elevator, shown in the engraving herewith, erected at a total cost of \$4,800.

A regular elevator with usual equipment can not be built for anything like \$5,000; but the directors of the company felt that a large investment was not warranted by the local conditions. In years gone by trainloads of corn and oats were shipped each year from this station, but the great development of the stock feeding industry is consuming so much grain that the little corn and oats left as surplus does not warrant the provision of large handling or storage capacity. Mr. Welle, however, has been able to work up a big business in side lines, giving employment to three men. He handles coal, live stock, flour, feed, poultry, eggs and cream. Last season there was shipped in 9 cars of corn, and shipped out 168 cars of hogs, 78 cars of cattle and 6 carloads of sheep, the total business for 1924 aggregating \$433,488.

The silo type of construction for the elevator was adopted because of its low cost. One of the farmers near town has had such a grain storage on his farm. Altho it collapsed or burned the foundation remained and he rebuilt. The directors of the Sully Co-operative Exchange were not deterred but let the contract to a silo company of Oskaloosa, while the air-lift dump and the single stand of elevators were installed by the Kewanee Implement Co. A 6-h.p. electric motor drives the leg.

The house contains five bins, three being small bins over the driveway, one large, semi-circular bin on one side of the driveway, and a similar ear corn bin, with perforated walls on the opposite side of the driveway, the total capacity being 11,000 bus. The concrete walls are about 35 ft. high, and the total height is all of 50 ft. The partitions are of wood. The roof is patent shingle.

The cement concrete stave gives the building

its peculiar character. The staves stand on end and are tied together with $\frac{3}{8}$ -inch iron rods drawn together by turnbuckles. The integrity of the entire structure depends upon the faithfulness with which these iron rods perform their function. The sides of the staves dovetail into one another, the mathematically exact circular curve of the dovetail permitting silos of varying diameter to be built of the same blocks without any mortar. After this elevator was built the inside of the large oats bin was coated with composition to keep moisture from penetrating, and tho the house was built in September, 1924, this remains sticky and the oats adhere to it.

Each stave is about 10x30 inches and about 3 inches thick, reinforced with $\frac{1}{4}$ -inch bars one inch apart, fine round gravel being part of the aggregate. The blocks on the crib side of the house are made with an opening 4x10 inches, for ventilation, spanned by the reinforcing rods.

The design is a circle split in the middle to form the driveway. The heavy upright I bars forming the corner supports at the ends of the driveway walls serve also for the attachment of the iron tie bars going around the house. The flat wall of the corn crib side along the driveway has 2 $\frac{1}{2}$ -inch flat strips of iron about one-eighth inch thick to keep the cement blocks lined up. So far the house stands in good condition, a slight bulge on the wall below the galvanized iron loading spout being apparent only to a critical eye. As the resistance of the walls to flexure comes only from the friction of block to block, trouble can be expected if the load against the bin wall happens not to be uniformly distributed at a time when some of the tie rods are slack. No trouble has been experienced so far with water getting thru to the grain, and on the corn crib side only a few of the blocks show fine hair-line cracks clear thru. While a small stave elevator may prove fairly satisfactory for a year or two it can not be considered an economical investment. The uneven settlement of the walls is sure to result in cracks, leaks and heavy loss of grain and eventually the joints of the staves will provide a paradise for weevil and grain moths. The high prices prevailing for grain on the last crop fully justify the provision of dependable storage facilities for its protection from the elements, thieves and insect pests.

Side lines have not proved profitable. Truck hauling diversifies routing of grain from elevators.—Dexter Baber, Dudley, Ill.

Elevator Observations.

BY TRAVELER.

The more I travel among country elevators the more I am puzzled by some features of elevator arrangement and construction which seem to have come down to us from the pioneer days of elevator construction. Every week I go through elevators having large first story. In fact, all of the bins are way up in the air.

This afternoon I called on an elevator man in eastern Iowa and he has a modern up-to-date office about 75 ft. from the elevator. The elevator stands on a little hill so that farmers drive up grade to the dumps and go down to the office at least 3 $\frac{1}{2}$ ft. The main floor of the elevator was on the same level with the dump and the driveway, and a commodious basement could have been provided had the builder so desired, but the dirt was not dug away in the basement except where the elevator leg went down 8 ft. and all of the surrounding ground was graded back from boot.

The real difficulty was the first story. Here was an elevator with the frame about 30x50 ft. and the bin bottoms were at least 15 ft. above the floor of the first story. Not one of the bins extended down to the basement. Grain from any of the bins could be spouted direct to the elevator boot and for the privilege of using this great open space occasionally, the grain dealer went to a big expense, both for initial construction and for operation. With these overhead bins it was necessary to build the elevator heavier and stronger, and it was also necessary to sacrifice a large enclosed space in order that it could be used occasionally for spouting grain. Had the designer extended large corner bins down to the floor, he would have increased the storage capacity of the plant at least 8,000 bus. and been able to spout grain from each of them direct to boot without difficulty.

Of course I know that the man who designed and built the house was not an experienced elevator builder or else he knew little of what an elevator is built for. He didn't use his head. The advantages of a light, airy, clean basement and deep bins at the ends of each storage elevator are seldom ignored by a builder who appreciates that the average cost per bushel of storage capacity is the true measure of the value of a country elevator. It is my conviction that the more compactly every country elevator is arranged, the more economically can it be operated.

Flat bottom bins are a curse and a perpetual handicap to the elevator operator. No country grain dealer who has any considerable volume of business to handle can afford to waste his time, strength and energy shoveling grain. That is too slow, too laborious. With a high basement and well hoppers bins at the ends of every country elevator, the storage capacity of the same enclosure is materially increased without increasing the handling expense.

I have been around country elevators enough to know that this wide open space of the first floor is seldom employed to advantage excepting when emptying bins, but it is always a dirty, filthy catch-all for dust, dirt and sweeping, which provides a veritable paradise for weevil and other grain infesting insects.

If more of our builders of country elevators would study the every day problems of the country elevator operators they would build houses more convenient, more economical, and better suited to daily needs of the country grain dealer.

Madison, Wis., April 29. — The Quaker Oats Co. of America has just established a \$3,200 industrial fellowship, at the University of Wisconsin, to secure impartial data on vitamins in cereal grains and their products. The fellowship will go into effect July 1 and will be given to some competent chemist to carry on the work under the direction of the department of agricultural chemistry.



Concrete Stave Elevator of Sully Co-operative Exchange at Sully, Iowa.

Missouri Grain Dealers Hold Annual Meeting in St. Louis

The 11th annual convention of the Missouri Grain Dealers Ass'n was opened at the American Annex hotel, St. Louis, at 10:30 a. m., on May 7, by Pres. Ed. S. Harte, of Boonville.

D. L. BOYER, St. Louis, sec'y of the Ass'n, gave his annual report, which follows:

Sec'y's Report.

We are trying out a one day meeting this year because most meetings become tiresome when spread over 2 or 3 days and the delegates become inclined to drop in and out of the meeting from time to time as they run out of something else to do.

This has been a very peculiar year from the standpoint of trade activity, markets and profits. We have had a combination of business conditions and prices that have never been known before in my brief experience in the grain and milling industry.

This has been a profitable year for almost everyone engaged in the grain and milling industry in this state. The effect of prosperous conditions on trade ass'ns is not generally felt until the following year, and while the past fiscal year resulted in a net loss in membership, and while our financial situation is not quite as good as last year, we feel the coming year will show quite an improvement.

The decision to move the office to St. Louis was decided on at the directors' meeting following the close of our last meeting, and has resulted in increased efficiency and service to the members. Your Sec'y is in closer touch with terminal problems and our office is much more accessible. Our correspondence has almost doubled and we have been able to handle a number of problems for our members that we were not called on to look after heretofore.

Looking back over our last year's resolutions we note some changes which were recommended at our last meeting. They have been brought about by the co-ordinated efforts of the grain and milling ass'ns, and we are justly proud of our part in procuring the results.

One of the resolutions was "The Necessity of Efficient Railroad Service." We urged Congress to realize that if our Nation was to continue to develop and grow that our railroads could not hope to expand and function in a necessary manner if they were hindered with legislation that would cripple their expansion programs. The carriers operations have not since been hindered much more than they already had been, and this has been quite a help to them in handling the immense amount of tonnage with the greatest efficiency and dispatch ever known.

Another resolution was on reduced taxes. This came to pass when we received a check from the Government last year, and sent our returns in on March 15th.

The organized efforts in favor of the passage of House Bill No. 4523, known as the "Newton Bill," were not a complete success, but were at least helpful in getting the sales tax on grain futures cut in two.

We supported the Morgan Bill, which eliminated the tax on telephone and telegraph messages.

The resolution on "Price Fixing" and "Orderly Marketing of Grain" were of grave importance during the past year. We were successful in convincing Congress that legislation of this character was not necessary, but are still confronted with the old and distorted belief that the middleman is an unnecessary evil. Legislation may yet develop along this line.

You are all familiar with the Bill, which is jokingly called "The Mary McHaugen Bill" by our old friend, Congressman Hawes. Few people outside of those actively engaged in opposing the passage of that Bill realize the radical proposals contained in the measure. If it hadn't been for the splendid organization work of the grain and milling interests we would be saddled with this fool piece of legislation today.

We have been successful in avoiding radical legislation but our troubles are not over. We are just in the middle of our difficulties. President Coolidge is committed to a program of sponsoring some kind of farm relief legislation, and our new Secretary of Agriculture, Mr. Jardine, is committing himself to the same cause in every public utterance he has made since appointment. We do not know what the character of the new proposals will be, but we expect that some kind of legislation favoring co-operative marketing will be presented. Whatever it may be such a proposal will meet with approval by our dear politicians because it will create a new department in Washington, and provide a lot more jobs to our politicians.

We had a Republican House and a Democratic Senate in our recent state Legislature and both of them had very definite and determined ideas on what was and what wasn't go-

ing to be done, which cluttered up the legislative machinery to such an extent that hardly anything was done. We had a bill drawn up and introduced by Senator Hollingsworth, which gave the Public Service Commission authority to act as arbitrators in disputes between the carriers and shippers on the leasing of railroad right-of-way properties and the amount of fair rentals for same. There has been a concentrated effort on the part of the carriers for the past five years to raise ground rentals in some sections. We felt a six per cent charge on the value of the property occupied by the shipper was fair and felt justified in trying to get a disinterested party to pass on the fairness of the rentals. The bill was identical with the present laws in Iowa and Kansas. But we were unable to get the Com'te to which our bill was referred to see the justice of our claims. They contended the bill took the right of private contract from the carriers and would be unconstitutional if passed. We expect to re-introduce the bill at the next meeting.

Senate Bill No. 241 provided, among other things, for a ten cent a ton tax on all commercial feedstuffs manufactured and sold in the State. We opposed its passage claiming ten cents per ton was excessive. This Bill was sponsored by one of our farm organizations, not realizing it would raise the price of feed to the farmer. Together with other interested parties we convinced them the tax was excessive, and the amount was changed to five cents a ton. The law becomes effective July 1st.

A bill introduced in our last Legislature reduced the salaries of Chief Inspectors and their Assistants. We opposed the passage of this bill on the ground that the salaries were already too low, and if reduced, would cause us to lose most of the experienced inspectors we now have.

Determined efforts of farm agitators and political demagogues to break down our marketing machinery and supplant an untried, unsuccessful venture continues to run rampant across the country. No matter what the proposal or how unsuccessful other plans have been, a certain per cent follow, who still believe in the pretty picture these fellows draw and insist on holding the old suspicion that exchanges are places where robbers meet and beat the producers out of just dues.

Past history doesn't seem to be of much benefit to farmers. Even if every venture they go into costs them five to ten cents per bushel over the costs of handling thru the present marketing machinery, they still uphold their U. S. grain growers and pooling plans.

It has been our policy to encourage managers of farmer elevators to join the Ass'n. Our Ass'n enters into activities not covered by farm organizations, and we feel the experience of our trade leaders is much more valuable in judging what is of benefit to our farmer customers than some of their advisors who know nothing about the grain business. This statement is based on the assumption that our farmer elevator companies are anxious to be of service to their customers and pay a dividend to their stockholders.

It doesn't make any difference whether an elevator has one stockholder or a hundred, it costs just as much to operate and the same problems are present in buying grain in wagon lots and delivering it to the consuming centers. One of our farmer elevator companies wrote in this year criticizing us for the stand we were taking on the pooling plan sponsored by one of the farm organizations. He said we had tricked him into joining the Ass'n by saying we were the farmers' friend, and that here we were opposing the very thing that was going to do the farmer the most good.

We would like to have every farmers elevator company in this State belong to the Ass'n. We believe they will get real benefit from it and that their stockholders and customers will get real good by following the policies of our Ass'n—more than they will out of any farm organization in respect to marketing methods and the operation of a country elevator.

My good friend took exception to our sending out extracts taken from grain journals and other sources of information, showing the results of wheat pools in other states and what it was costing their members to do business thru these pools instead of thru their own farmer elevator companies or private dealers. We sent out a hundred thousand pieces of literature last year to the farmers of this state, showing the cost of pooling in the Western and Southern states, and we sent it out because we felt that our farmers were entitled to it.

We are going to continue to keep the farmers of the State of Missouri informed on any proposition put to them, which will cost them money. The harder the promoter and stock seller works to put something over the farmer in regard to the costs and profits of grain

handling, the harder we are going to work to tell him the truth.

We would give a great deal to see the day that our trade papers were being read on the farms the same as in the elevators. If this could take place the farmer promoter and the money raising schemes would soon be out of existence.

Neither our Arbitration Com'te nor Appeals Com'te have had to meet this year, not having had a single case to consider. This speaks well for our grain and milling trade, and it is natural to assume that our members are keeping their contracts. This is of special interest right now due to the activities of trade organizations in building and promulgating a code of ethics. Considerable development along this line has occurred in the past five years, especially in the organizations we are closely connected with. The following is a verbatim extract from Geo. A. Wells' Annual Report to the Western Grain Dealers' Ass'n:

"The grain trade organizations in my opinion should emphasize the importance of ethical rules of conduct. Cut-throat competition is ruinous and is not in the end of advantage to the business. Service should be maintained and reasonable profits are necessary for the maintenance of such service.

"Ethical conduct implies loyalty to the grain trade rules and thereby maintains the broad principle that the grain trade is in fact a law unto itself. Your competitor has a right to expect that you will deal fairly and give moral support to the idea of ethical conduct.

"His conscience should be his guide in his dealings with you and you in turn should maintain the same principle and the same moral obligation."

Every organization needs the moral and inspiring assistance of a code of ethics. It is a breeder of satisfaction to yourself and to your competitor. It helps build up the morale of ourselves and neighbors. A code of ethics is nothing more than loyalty to yourself and your friends.

Elbert Hubbard says: "Loyalty is that quality which prompts a person to be true to the thing he undertakes. It means definite direction, fixity of purpose, steadfastness. Loyalty makes the thing to which you are loyal yours."

Pres. Harte said members should show their loyalty to the organization by attending the convention in greater numbers instead of spending most of their time on the exchange floor. An interesting program had been prepared for them and they should be sufficiently interested to attend.

Treas. W. W. Pollock, Mexico, gave the financial report, covering the period Feb. 14, 1924, to May 1, 1925. It showed:

Receipts.	
Balance on hand.....	\$5,544.39
Membership fees and dues.....	2,490.00
Advertising	1,515.75
Loans	900.00
Miscellaneous	673.77
Total	\$6,123.91
Expenditures.	
Salaries	\$2,982.87
Traveling expenses	403.70
Printing	808.84
Office expense	580.43
Loans repaid	900.00
Balance on hand.....	448.07
Total	\$6,123.91

PRES. HARTE appointed the following com'ites.

Auditing: T. B. Morton, St. Louis, chairman; M. Scott, St. Louis; D. B. Kevil, Sikeston.

Nominations: D. B. Kevil, Sikeston, chairman; J. D. Mead, Ft. Scott, Kans.; D. J. Rootes, Tebbetts.

Resolutions: A. C. Harter, Sedalia, chairman; Geo. Wolff, Jr., New Haven; A. H. Meinershagen, Higginsville; J. O. Ballard, St. Louis; C. A. Morton, St. Louis.

Two members of the Department of Justice were present and expressed themselves as interested in getting the views of the grain men on the recent wide fluctuations in the grain markets to report back to Washington, when called upon to speak.

Adjourned to 2 p. m.

Afternoon Session.

Opening the afternoon session CHAS. QUINN, sec'y of the Grain Dealers National Ass'n, talked on the "Recent Tendency of Farm Legislation," largely repeating what he said at the Peoria convention of the Illinois

Grain Dealers Ass'n (published elsewhere in this number). He said:

The former will not start reasoning on the co-operative movement at the same point as the grain man, and being prejudiced, arrives at faulty conclusions. There are fundamental defects in the co-operative system but he doesn't see them.

Politicians have pampered the farmer so much and so long that he has acquired the conviction that he is a ward of the government. He has several million votes while grain men have but 30,000.

Co-operative movements have not been financially successful. But the grain men's 30,000 votes do not deeply impress politicians.

A movement has started here and there among agricultural colleges to hold local "schools" for teaching elevator operation. In such cases the taxpayers' money will be used to send young college graduates among hardened elevator operators who have studied the game for years, to tell them how to run their elevators.

Sec'y Jardine, of the U. S. Department of Agriculture, has definitely stated he is opposed to price fixing legislation. But he favors curtailing domestic plantings to just enough to produce domestic grain requirements. If it were possible to control the acreage planted, there would still remain God, nature and the weather. A necessity would arise for importing. Foolish remedies are suggested by men in high places.

Fred G. Horner, Lawrenceville, Ill., Pres. of the Grain Dealers National Ass'n, spoke briefly as follows:

Recent legislative troubles have created a degree of despondency in the grain trade. This is, however, only more reason for renewing our efforts. The problems of the last few years have largely worked themselves out. But it is necessary for the grain trade and affiliated and contemporaneous organizations to work continuously if their interests are to be closely guarded.

It would be well if our literature and trade publications were read widely by the producers. Not nearly so much trouble would then occur. Most people are honest in their convictions. But they have not seen the other side. It would do them good.

Chas. D. Morris, Ass't Chairman of the Western Railways Com'te on Public Relations, Chicago, largely repeated the thoughts he expressed at the convention of the Illinois Grain Dealers Ass'n at Peoria (published elsewhere in this number). He added,

The trouble with the American farmer is that he doesn't get enough for his produce, not railroad rates. A western man shipped 2 carloads of hogs to market and lost \$1,500 on them; in a statement afterwards he said that if freight rates were the same as in 1913 he would have saved just \$37.50 out of that \$1,500.

What we need in America today is simplicity of living and simplicity of government. In 1924 alone 10,000 names were added to the government payroll. And when a name is added to that you know how hard it is to get it off.

The constitution provides the government cannot take private property without due process of law and due compensation. But in the last few years taxes have so increased as to be confiscatory. If all the corn and wheat raised in Missouri and sold outside the county in which it was produced, were shipped to either the St. Louis or the Kansas City market, the revenue would not pay by 62% what Missouri railroads pay to the state in taxes.

If it were not for the railroads our country would lapse back into darkness, oblivion, ignorance. They are important to the welfare of the country. Yet politicians treat them as a plaything.

All the railroads ask is to be treated as a business proposition and that you individually impress this upon your Congressmen by letter, telegram and word of mouth. When the blighting hand of politics is placed upon business bankruptcy results.

Mr. Morris explained the "recapture clause" of the Transportation Act of 1920, whereby the government takes 50% of all profits made by a railroad in excess of 5 3/4% of its valuation, as set by the Interstate Commerce Commission, to be put in a fund to be loaned to weaker roads, which cannot offer sufficient security to borrow elsewhere, at 6%, and which the weaker roads must pay back. The other 50% is to be put in a fund by the earning road for development purposes and to tide it thru the lean years.

Joseph M. Mehl, Federal Grain Exchange Supervisor, Chicago, talked on the "Grain Futures Act," exhibiting a table in the course of his address to show that volume of trading

goes hand in hand with the prices paid for futures.

His address is published elsewhere in this number.

In answer to his question on how many of the dealers present would like to know more about hedging in the futures market, 4 hands were raised.

One dealer suggested that difficulty for the country grain shipper lay in convincing his banker that hedging is not gambling. In the cities banks will not loan unless grain is hedged. It was decided that the country bankers are grossly misinformed and that the city banker ought to educate them.

The chairman of the auditing com'te reported that the Treasurer's books had been examined and found correct.

The following resolutions were offered and unanimously adopted:

Resolutions.

RESOLVED: That the Missouri Grain Dealers' Ass'n approve and endorse the efforts of the State University to demonstrate the value of flour made from Missouri grown wheat for all baking purposes, and that we believe this will be of great benefit to those who are planning and growing the soft wheat in our State.

BE IT FURTHER RESOLVED: That the Missouri Grain Dealers' Ass'n approve and endorse the efforts of State Officials to have state institutions supported by the State of Missouri use flour made from wheat grown in Missouri.

RESOLVED: That we commend the State Marketing Bureau for its radio broadcasting of the market quotations of all the various grains believing that this service is of inestimable value to all our members as well as the farmers of the state.

The following officers were elected by acclamation:

A. C. Harter, Sedalia, pres.; H. H. Green, Pattonsburg, vice-pres.; W. W. Pollock, Mexico, treas. Ed. S. Harte, Boonville, former pres., was elected to the board of directors. Other directors re-elected are A. H. Meinershagen, Higginsville; A. E. Klingenberg, Truesdale; A. G. Sullivan, Nevada; W. T. Lingle, Bethany.

Sec'y Boyer read a letter he had received regarding the World Metric Council campaign to get legislation making the United States use the metric system of weights and measures. The Grain Dealers National Ass'n is on record opposed to it, because it would mean scrapping millions of dollars' worth of weighing equipment. Pres. Harte expressed the belief that the metric system is the best but concurred with the rest of the members in following the example of the National ass'n.

Sec'y Boyer asked that members write down specific questions on the new Missouri feed law, which he would be glad to submit to the state department for specific answers.

The new pres., A. C. Harter, was called upon for a speech. He said in substance:

I am greatly honored by your choice and will strive to serve you to the best of my ability. At present financial interest in this ass'n is lax. Immediately following adjournment I should like every director and officer to gather round this desk to determine how we are to keep our head above water and revive financial interest in the ass'n that serves us.

Adjourned *sine die*.

Convention Notes.

The register showed approximately 45 to be present.

C. W. Fisher, St. Louis, and Walter Wood, Chicago, were members of the U. S. Department of Justice present.

The insurance field was represented by J. T. Peterson, of the Grain Dealers National Mutual Fire Insurance Co.

Receivers were represented by John Schmitt, St. Joseph, Mo.; Sam Carlisle and A. Hedeland, Omaha, Neb.; Cort Addison and W. B. Lathrop, Kansas City; J. C. Drown, Quincy, Ill.; W. C. McMichael, Lawrenceville, Ill.

Shippers present included: A. P. Au-

thenrieth and H. L. Authenrieth, Chesterfield; D. E. Huddleston, Wakenda; A. C. Harter, Sedalia; Ed. S. Harte, Boonville; D. B. Kevil, Sikeston; L. W. Keyes, Clinton; W. W. Pollock, Mexico; A. H. Meinershagen, Higginsville; D. J. Rootes, Tebbets; and Geo. Wolff, Jr., New Haven.

Elevator Built of Hollow Tile.

Failures of elevators constructed of hollow tile blocks have been so numerous that when Clark K. Hunsicker, grain dealer of Williamsport, O., rebuilt his elevator of tile blocks he took extra precautions to guard against leaks and used special mortar for the joints.

His former elevator, of cribbed construction, caught fire from another elevator just across the railroad track, Feb. 16, 1924, and owing to the lack of fire-fighting apparatus both were burned.

A solid foundation slab was laid 40 inches deep, using 4 parts of good, clean gravel to one part of cement. To the concrete used in the 7 1/2 ft. deep pit was added 8 lbs. of water-proofer and about the same of hydrated lime to the barrel of cement, consequently he has a dry pit. The mortar for laying the tile was composed of one part washed sand, one part cement, with 8 lbs. of waterproofer and a little lime. This mixture may be a little strong, but it was an idea of Mr. Hunsicker, and he has been rewarded by not having any water get into the joints.

The four tile tanks are 41 ft. 4 ins. high and 12 ft. inside diameter, built in pairs about 10 ft. apart to give room for drags and conveyors in basement. The tanks are hoppers to one side, filled in with sand and gravel, and a 6-in. concrete floor over that, which is self-cleaning. The entire storage capacity is 20,000 bus.

On top of the tanks is the machinery house, 22x32 ft., in two stories. From the lower floor of the machinery house the tanks can be entered by ladders made of 5/8-in. iron imbedded in the joints of the tanks when building. On the lower floor of the machinery house is blower for blowing cobs and grain, the grain into the car when loading and the cobs into the cob burner or cob house, which has capacity for 6 carloads.

On the second floor is an Eureka Wheat Cleaner, a Western Revolving Corn Screen, and Richardson Automatic Scale. Above this floor is the head house, 10x12 ft.

The plant is well provided with dumps, having two for wheat and two for corn, with a capacity of about 3,600 bus. On the dump level is a room where the manlift is taken to go to the machinery house above.



20,000-bu. Tile Elevator of C. K. Hunsicker at Williamsport, Ohio.

Indiana Grain Dealers Discuss Pooling.

The Standard Co-operative Marketing Law of Indiana which was enacted at the last session of the Indiana legislature, has not received the approval of the grain dealers of the state. During the last half of April and the first days of May, independent dealers and managers for co-operative companies gathered at convenient points thruout the state, holding local meetings to discuss the law and its possible effect upon the grain trade as well as upon the farmer. The course of the discussions and the general consensus of opinions on it follow:

Passage: The Indiana Standard Co-operative Marketing Law was not passed on its merits. It had none. The idea behind it was only an impractical, theoretical pipe-dream, valueless without complete consummation and incapable of that because it fails to consider basic economic laws and nature's course in granting an adequate supply of grain as well as competitive world conditions. The measure is long and complicated. It is doubtful if one in a hundred of the lawmakers ever read it. Yet they voted for its passage, taking the word of promoters that the farmers wanted it.

Governor Jackson, when it first came out, read and disapproved of the bill. But he added that the quickest way to render such measures ineffective was to let them pass, and the farmers who should be the beneficiaries will be the first to demand its repeal.

Purposes: The Indiana Standard Co-operative Marketing Law was framed for the stated purpose of permitting organization of an agency known as a pool of unlimited capitalization, in complete disregard of the anti-trust laws, designed to prevent combinations in restraint of trade. The pooling ass'n was formed last year under the old laws and it is said, it has not been reincorporated under the new measure.

The pipe dream manner in which it is supposed to work is to organize all of the wheat growers of the state in pool to control and feed their products into the market, thus maintaining control of the price without reference to legitimate competition with producers of this and other surplus countries.

The pool organized without capital has no money and all of its funds must come from the sale or pledging of the farmer's wheat. So far it has not been successful in getting enough of the growers to sign contracts to have any effect on the market. Out of more than 100,000 wheat farmers in Indiana the ass'n only claims to have 12,000 signed up and less than 5,000 have delivered wheat. Out of 30,000,000 bus. of wheat raised in the state last year, only 1,500,000 bus. were handled by the pool, hardly enough to affect the price. This was sold on the same market that independent dealers use and it was reported that more than half was handled by regular dealers, who were able to buy it and market it at a profit; thus the claimed ability of the pool to find better markets goes a glimmering.

The contract with the farmer: The contract now used among the farmers, like the law is a cumbersome, bulky thing with so many provisions that it defies complete analysis by any lawyer in less than 24 hours hard work. Not one in a thousand farmers have ever read the law; not one in a hundred of the farmers who signed the contract knew what they were signing.

A solicitor for the pool approaches the most influential farmers in a community first, in order to get backing for work among the rest. Then he goes among the farmers in their fields, paints a rosy picture of controlling the wheat supply and obtaining exorbitant and arbitrary prices, and procures their signatures to a paper which binds them to deliver all the wheat they grow for 5 years following, to the pool. In return the pool will sell his grain on the same market that independent dealers use, hold back a portion of the receipts for overhead expenses, salaries, promotion work, etc., and

send him what remains in installments on which the farmers pay 6% interest.

Should the farmer sell all or a portion of his contract grain independently he is penalized 25 cents for each bushel so sold and must pay that to the pool as well as all costs and attorney's fees should it be necessary to bring civil suit to enforce the contract.

Effects of the measure on independent dealers: A provision in the Standard Co-operative Marketing Law makes anyone inducing a pooler, by any means, to violate his contract liable for \$100 and attorney's fees and court costs, should civil suit be necessary.

Another section provides that any elevator, warehouse operator or other dealer who solicits or persuades or permits a pooler to breach his contract, or who knowingly receives grain from a pooler in violation of the pooler's contract, is liable for \$100 and costs in a civil suit, while the pool is also entitled to an injunction against such operator. Should a person maliciously and knowingly spread false reports concerning the pool and its activities, he is liable criminally for \$100 to \$1,000 fine and costs, together with a liability of \$500 as a civil penalty.

The pool's contracts with farmers do not have to be recorded and a list of the poolers in a locality are not always sent to the independent grain dealers by the ass'n. Many poolers are loath to admit they signed the contract. Just what would constitute "knowingly" under these provisions would have to be decided by the courts. A jury might conclude that the common gossip was knowledge or that some employee of the receiver was cognizant of it. Thus the dealer might be held responsible.

In an effort to avoid their pooling contracts some producers deliver their grain to an elevator far away, where they are not known, pose as non-poolers and sell the grain. Of course the dealer at that point would not have knowledge of the farmer's status, but it is possible that a producer from another and

more distant territory, delivering his grain a considerable distance from home, would be sufficient to create suspicion and result in measures of safety should be adopted by regular dealers to protect themselves from the penalties of the law.

To avoid possible law suits and loss of time and money some dealers are using "Certificate and Guarantee of Ownership" blanks. When any doubt is entertained concerning a delivery of grain they ask the farmer to sign one. If he is a non-pooler he cannot object; if a pooler and he falsely signs, the certificate would have considerable influence in the courts in clearing the dealer of charges arising from the provisions of the co-operative law.

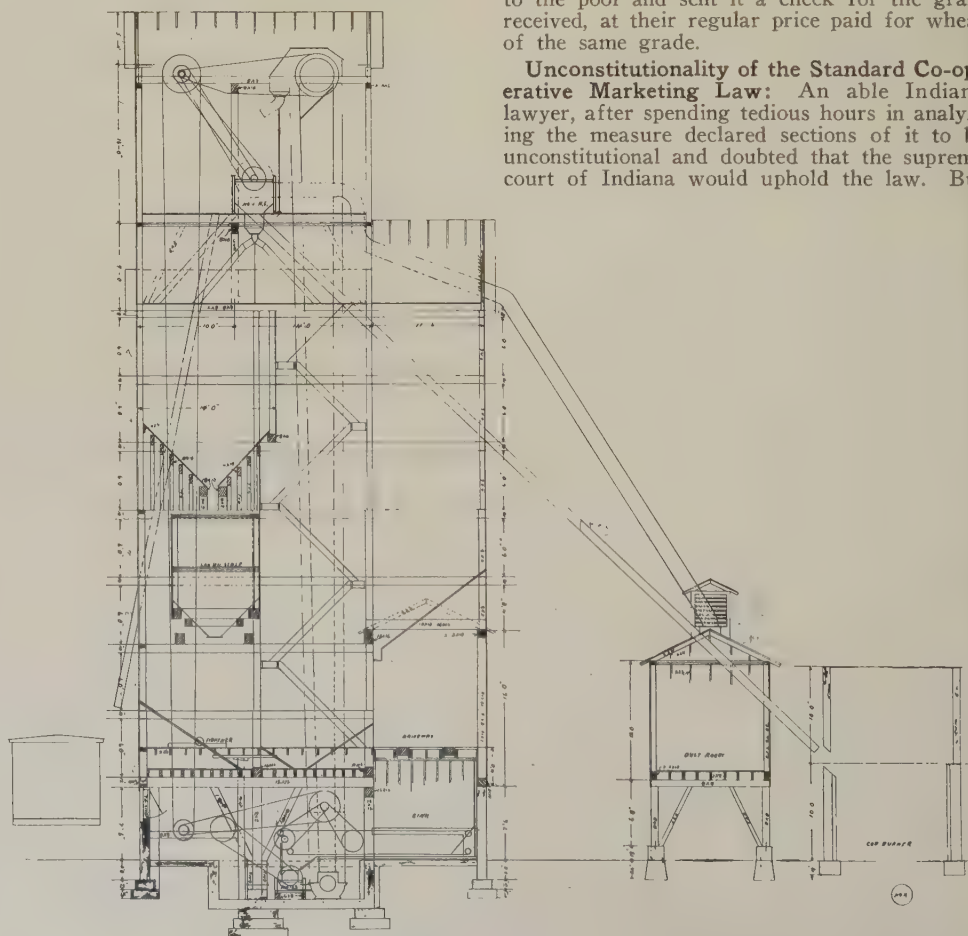
Dealers handling contracts with the pool:

Under the contract which some of the independent dealers signed last year with the pool for handling the grain of the local poolers a fixed price for handling was set and the dealer was only bound for good, honest and efficient service. If they were not canceled between Jan. 1 and Apr. 1 they automatically renew themselves for another year. If a dealer thinks he must have a contract this old one is the fairest and best for his interests.

The contract being used this year contains some dangerous provisions among them is the dealer must guarantee weights at the terminal and make up any deficiencies resulting from loss in transit. The pool many consign the shipments where it will and the provision hold good. Some doubt exists as to the meaning of the word "terminal." Many dealers believe it means a *terminal market*, but a majority of them think it means destination, in which case the danger of heavy losses is great. The cancelling time on the new contracts is shortened to between Jan. 1 and Mar. 1 each year.

A number of dealers have cancelled their old contracts with the pool and refused to sign new ones. Last year some dealers refused to sign a contract but handled the wheat delivered for the pool. They credited the grain to the pool and sent it a check for the grain received, at their regular price paid for wheat of the same grade.

Unconstitutionality of the Standard Co-operative Marketing Law: An able Indiana lawyer, after spending tedious hours in analyzing the measure declared sections of it to be unconstitutional and doubted that the supreme court of Indiana would uphold the law. But



Cross Sections of Elevator, Dust Room and Cob Burner of Seeger & Betts' Elevator at Johnsonville, Ind. [See facing page.]

the supreme courts of Kentucky, Tennessee, Kansas and Texas and all cases brought, have held the law valid and the Indiana court would probably fall in line. Hence grain dealers must go on the theory that the law is valid in order to avoid trouble.

Pooling results: The average handling margin received by independent grain elevator operators thruout the country will not exceed 6 cents per bushel. In Indiana the pool has paid dealers this amount to receive and load out its wheat, and no one will know just what

the handling cost the pool members until the close of the fiscal year on June 30, when the final reports are made.

For comparison, however, the costs of other states will show what to expect. Published statements by the pools themselves for 1922 show that the Oregon pool handled 2,500,000 bus. at a cost of 8.5 cents per bushel; Kansas, 2,335,750, at 11.59; Montana, 5,693,000, at 13.3; North Dakota, 3,141,000, at 13.7; Oklahoma-Texas, 3,122,000, at 14.6; Nebraska, 396,860, at 17.14; Idaho, 424,000 bus., at 28 cts. per bus.

In Colorado the farmers who have signed contracts have hired lobbyists to get the state legislature to repeal the marketing law in effect there which permits operation of the pool. And the Colorado wheat acreage has been reduced from 12 to 14 per cent because of the pooling system and the farmers determination to get away from their contracts.

During the last 10 years United States has produced an annual average of 838,000,000 bus. of wheat. The maximum annual amount ever handled by the pools has not exceeded 26,000,000 bus. Herein the fallacy of the pool's hoping to control the market is shown. That 26,000,000 bus. is only a drop in the bucket compared to the amount produced and could be dumped in the sea without affecting the market 2 cents. The co-operative marketing measures are unwholesome and have had a bad moral effect upon both producer and middleman, and that too despite the eloquence of the paid advocates of this impractical plan of marketing wheat. However, the Indiana bill has passed and should be closely observed to avoid trouble and civil suits.

Modern Indiana Elevator.

The grain elevator being erected at Johnsonville, Ind., in Warren County, about 10 miles northeast of Danville, Ill., for Seeger & Betts of Marshfield is unusual in being equipped with two Fairbanks-Morse Oil Engines of 15 h. p. each. One of the engines runs the No. 23 Western Corn Sheller in the pit and the other drives the two elevator legs and the Western Rolling Screen Corn Cleaner in the cupola.

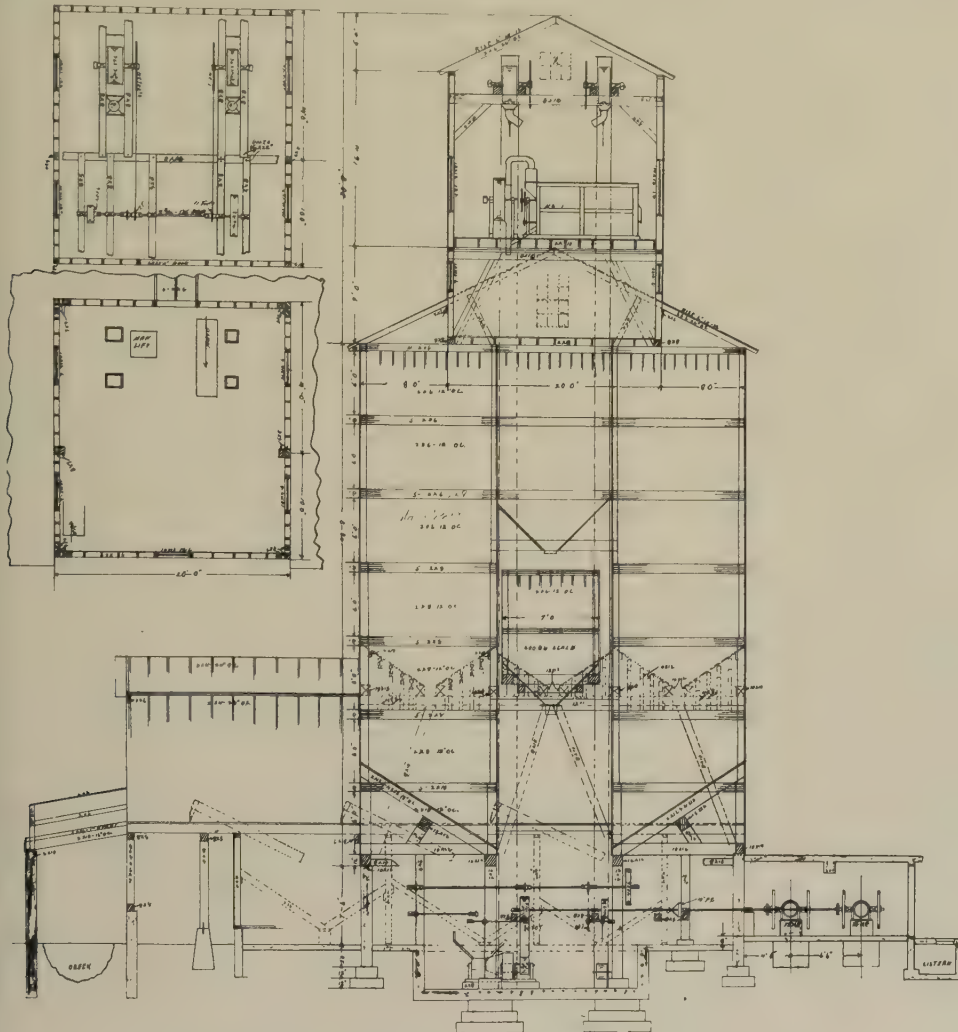
The house is of studded construction, on a concrete foundation, 36x36 ft., and 48 ft. from track to top of the 7 bins, above which is the cupola, adding 30 ft. 8 ins. to ridge of roof. The driveway is 58 ft. long and contains three set rail dumps with automatic dump controllers. The building is covered with galvanized steel siding and roofing; and additional safeguards from fire are the placing of the dust house 17 ft. and the cob-burner 34 feet from the elevator.

All the storage bins are 12 ft. square, three extend down to the driveway ceiling, while four extend down thru the first floor. Close up under the cupola on the track side of the elevator is a shipping bin, 12x14 ft. over a 600-bu. Howe Hopper Scale. The storage capacity is 35,000 bus.

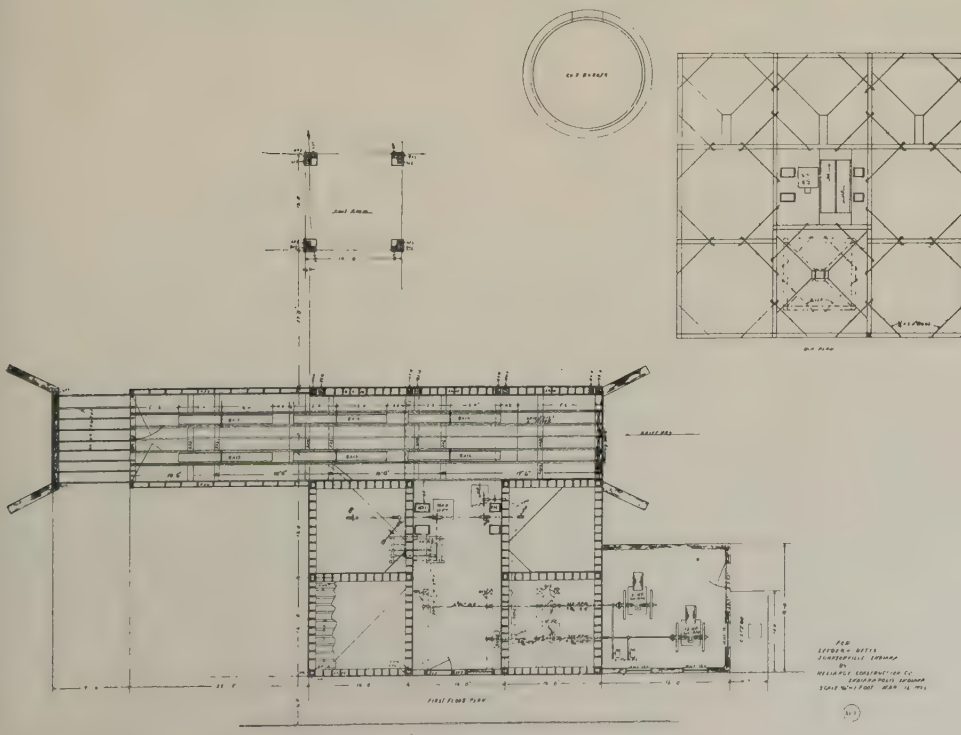
The equipment includes a Western Manlift, and two stands of elevators, one leg having 14x7 ear corn buckets and the other having 9x5 V-buckets. Grain is taken from the three sinks under the driveway by three chain feeders, two of these going to the sheller and the other to the elevator leg. The drive from the engine to the sheller is by shaft and 10-inch, 5-ply belt. The drive from the other engine is from its shaft extended under the work floor by belt to countershaft in the cupola. On the ground floor is a tightener for this belt.

The elevated grain is directed to any bin by a distributor in the second floor of cupola or into the 50-ft. car loading spout. From the rolling screen on the second floor of the cupola the cobs go thru a 78-ft. spout to the burner, which is 14 ft. outside diameter and 20 ft. high, while the dust from its fan goes thru a wide spout to top of the dust room, which is 12 ft. square and 12 ft. high from floor to ceiling.

The plant was designed and is being erected by the Reliance Construction Co.



Plans of Cupola Floors and Cross Section of Elevator.



Plans of Bins, Driveway, First Floor and Engine Room of Seeger & Betts' 35,000-bu. Elevator at Johnsonville, Ind. [See facing page.]

Montreal Harbor Commissioners' Elevator No. 3

The low cost of getting grain from the interior of North America by water to the ocean going vessels of the St. Lawrence, combined with the increasing cost of railroad transportation, has raised Montreal to first place among the grain exporting ports of the world and kept it there notwithstanding it is icebound nearly six months of each year.

The export grain firms of North America are scattered among the various markets of the continent and competition compels them to route their grain by the port insuring the lowest rate of freight to the foreign market. The foresight and enterprise of Montreal have enabled its Harbor Commissioners to continue adding to the ports grain handling facilities each year until it now has four large storage units with rapid handling facilities.

The Harbor Commissioners of Montreal now operate Elevator No. 1 with storage room for 4,000,000 and Elevator No. 2 adjacent has room for 2,662,000 bushels. Grain from either house can be delivered direct to an ocean steamer at any of the many loading berths in large volume by an extensive system of conveyors involving the use of many miles of rubber belting supplied by Gutta Percha & Rubber Mfg. Co.

The Harbor Commissioners also operate the old steel elevator built by the Grand Trunk Railway at Windmill Point. This plant has been greatly improved by the addition of reinforced concrete tanks and Metcalf Car Dumpers. It now has storage room for 3,250,000 bus.

Recognizing that the port's facilities were entirely inadequate to handle the great volume of business offered the Harbor Commissioners have just completed Elevator No. 3 far down the St. Lawrence river, but before the cement was thoroly dry an addition of 4,000,000 bus. was planned and no doubt will soon be built so that its storage room will aggregate 5,921,000 bus. The total storage room under the control of the Commission will be 15,833,000. However, if the grain exports of Montreal continue to grow at the rate common for the last ten years the elevator facilities will soon need more additions and further improvements.

Elevator No. 3 which is the last elevator to be erected in Montreal Harbor is located between Tarte and Laurier Piers. It represents a decided departure from anything which has been attempted heretofore in the line of terminal elevator construction. The prime purpose of the new design is to isolate or separate the different working units of the elevator so as to minimize the opportunity for a dust explosion in one part of the plant to be communicated to other parts.

This first section of Elevator No. 3 is constructed of non-combustible materials and is made up of a receiving house with a car unloading shed to the north of it and marine towers on the jetty to the south of it. Immediately adjoining the receiving house and on opposite sides of it are separate reinforced concrete storage units and at the far distant end of the storage tanks is a separate shipping house for each set of storage tanks. The plant is 642 ft. 9 inches long and 86 ft. wide. At present all shipping is done by means of four galleries over Tarte Pier and one land pier.

The Receiving House consists of an upper and a lower part, the intervening space being open and occupied by the steel trestles supporting the cupola. The lower story rises but a few feet above the ground level and houses the elevator boots and the head pulleys of the conveyors bringing in the grain from cars and boats. The basement of the receiving house as well as the basements of both shipping houses are cut off from the basements of

the storage houses so as to minimize the opportunity for a dust explosion to be communicated from one basement to the other. The same precaution was also attempted in the construction of the cupolas. The only connection between the five cupolas is the necessary openings for belts and doors.

The eight receiving legs pass through the roof of the receiving boot house up through the first floor of cupola which is 110 ft. above ground level. The cupola of the receiving house has a steel frame supporting concrete floors and roof and corrugated asbestos siding. As is clearly shown in all of our illustrations, the cupola of the receiving house like the shipping houses at opposite ends has many glass windows which are equipped with Canavan operators. These windows are arranged in separate units so that with the least excess of internal pressure the windows will be opened and held open by the Canavan Automatic Openers, but all can be readily closed by hand.

Four Metcalf Car Dumpers are installed in the Car Shed on the north side of the receiving house. Each machine is capable of discharging seven cars per hour, giving a total capacity of 280 cars per day. The 42 inch receiving belts below the track hoppers run through tunnels to the boots of the receiving legs in the west half of the Receiving Boot House.

The four car receiving legs are each of 20,000 bus. capacity, operated by a 140 h.p. motor. Emerging through the roof of the boot house, the leg casing is carried clear through to the outlet above the working house roof.

Each of these four car receiving legs discharges alternately to each of two 2,500-bushel Fairbanks scales which feed the 42-inch belts below running out over the East and West Storage tanks.

The four boat receiving legs are similar to the car legs except that their capacity is only 15,000 bushels per hour and each is operated by a 100 h.p. motor. These legs are not carried so high as it is unnecessary to weigh the grain at this point, this having been done in the Marine Towers. All legs are equipped with Buffalo buckets. All leg drives are by double reduction double helical gears, and all belt conveyor drives are by silent chain and

Hyatt roller bearings are used throughout the house.

A small independent cleaner house is situated above the roof of the Receiving Boot house and apart from two spouts passing from the Receiving House cupola through the open air to the roof of this Cleaner House it is entirely isolated from any other building. Grain from any bin in the house or from car or boat may be delivered through these spouts to two separate units, each consisting of 2100-bushel upper garner and a Style "B" No. 11 Monitor Warehouse Separator with two garners below, which deliver to a leg in the Boot House, from which point the cleaned grain may be returned to any bin in the house.

Receiving by Water: A jetty with tracks for marine towers on either side of it extends 326 feet into the basin between the Laurier and Tarte Piers. The four separate movable towers on this jetty, two on either side, can unload four hatches at the same time, two on each side of the jetty. Each tower can elevate 15,000 bus. per hour.

Each Marine Tower is equipped with a 78-foot marine leg, discharging to a re-elevating leg which feeds the 400-bushel Fairbanks scale hopper through a 550-bushel garner. The scale discharges to a 550-bushel lower garner, which in turn feeds through spouts, located at 24 foot centers along the jetty, to one of the four 36-inch belts located in the jetty, tunnels. There are two tunnels, one below each marine tower track, each tunnel containing two belts which run to the boat legs in the east half of the receiving boot house.

The storage tanks at opposite sides of the receiving house are arranged in rows of three cylindrical tanks and two interstice bins. On the East are 27 cylindrical storage bins of 33,000 bu. capacity and 18 interstice bins of 7,000 bu. capacity giving the East Storage Tanks a total capacity of 1,017,000 bus. On the West are 24 cylindrical storage bins of 33,000 bu. capacity and 16 interstice bins of 7,000 bu. capacity giving storage room for 904,000 bus. The two storage units give a total storage capacity for 1,921,000 bus.

At the far end of each group of storage tanks is a shipping house similar in construction to the receiving house but having much more wall and window space. The open space above the boot house of the shipping houses is smaller. Grain can be taken from any of the tanks of the East storage tanks to the boots of the three shipping legs in the East shipping house but nowhere else, and each of

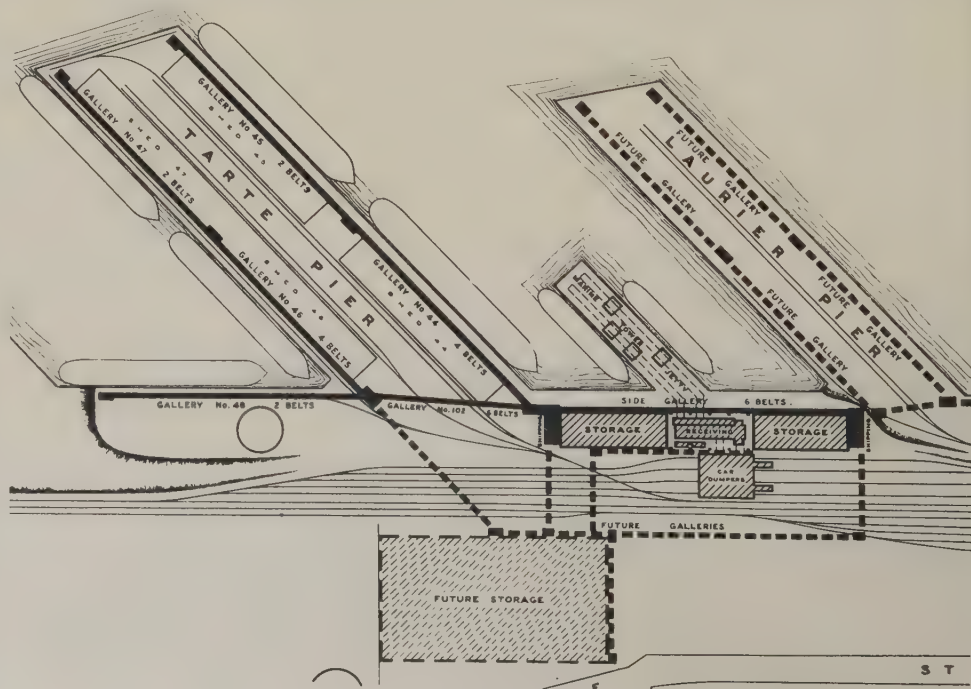


Fig. 1. Ground Plan Elevator No. 3 of Harbor Commissioners of Montreal.
[See pages 588 to 592.]

the three boots is in a separate boot house. The basement of the storage tanks is separated from the boot houses of the shipping houses by a heavy concrete wall containing fire doors and belt openings.

Shipping to Ocean Boats: The three shipping legs in either shipping house are carried to above the level of the storage roof where they discharge through garsers to scales and then to three re-elevating legs at the south side of the shipping house. These re-elevating legs commencing about 34 feet above rail level run up to the top story of shipping house and then through a system of Munn valves to the belts in the shipping galleries. Each leg has an elevating capacity of 15,000 bus. and is operated by a separate motor.

The eight Fairbanks Hopper Scales, Type "S" are specially designed for grain elevator work, they are of the well-known Type "S" Centre Suspension principle, and double web lever construction. The centre suspension is an insurance against the levers changing their relation inasmuch as with the load applied directly upon the centre lines of the levers there is no tendency toward side working as must be the case in any construction

where the load is applied to the sides of the levers. This feature assists in a finer initial accuracy, as well as prolonging the life of knife edges. For levelling purposes, adjustable wedges are used on top of the main lever stands. They are adjusted by means of check screws. This relieves the erector of trouble due to differences in elevation of foundation and enables him to adjust for levelness to a very fine degree.

The single bolt adjustable suspension allows of the plumbing of the hopper or levelling of the hopper frame without in the least affecting the levers themselves in their level condition. The adjusting irons are located on the fulcrum end. Therefore, any adjusting which may be necessary in putting the scale into service will not destroy the original careful setting of the levers. Locating at this position also provides perfect accessibility for adjusting.

The weighbeam is provided with centre indicating poise which makes figures plainly visible in all positions. This poise, which of necessity must be relatively light, is not made of aluminum, but of special alloy having great strength. The notches have been placed on the rear lower side of the beam and inverted so

that there is no liability of accumulation of dust which will affect the accuracy of the poise. The poise is fitted with a positive lock with a conveniently located operating push button. Two balancing blocks are provided, completely contained within the beam-section in the rear end; one is adjustable longitudinally of the beam and the other, vertically. The former is to affect the balance of the beam and the latter is to control the sensibility. Both of these are susceptible to very close adjustment, being operated by an adjusting screw.

The Fairbanks patented weight-lifting device is furnished with all the scales and is a great convenience in checking the balance of the scale at any time without the necessity of removing all of the counterpoise weights. This is very valuable upon discharging the hopper in ascertaining that there is no grain remaining in the hopper before drawing in the next draft.

The shipping gallery system for elevator No. 3 is designed eventually to extend over freight sheds on both sides of Laurier, Tarte and Sutherland Piers with shore gallery berths for vessels taking large cargoes of grain.

[Continued on page 592.]

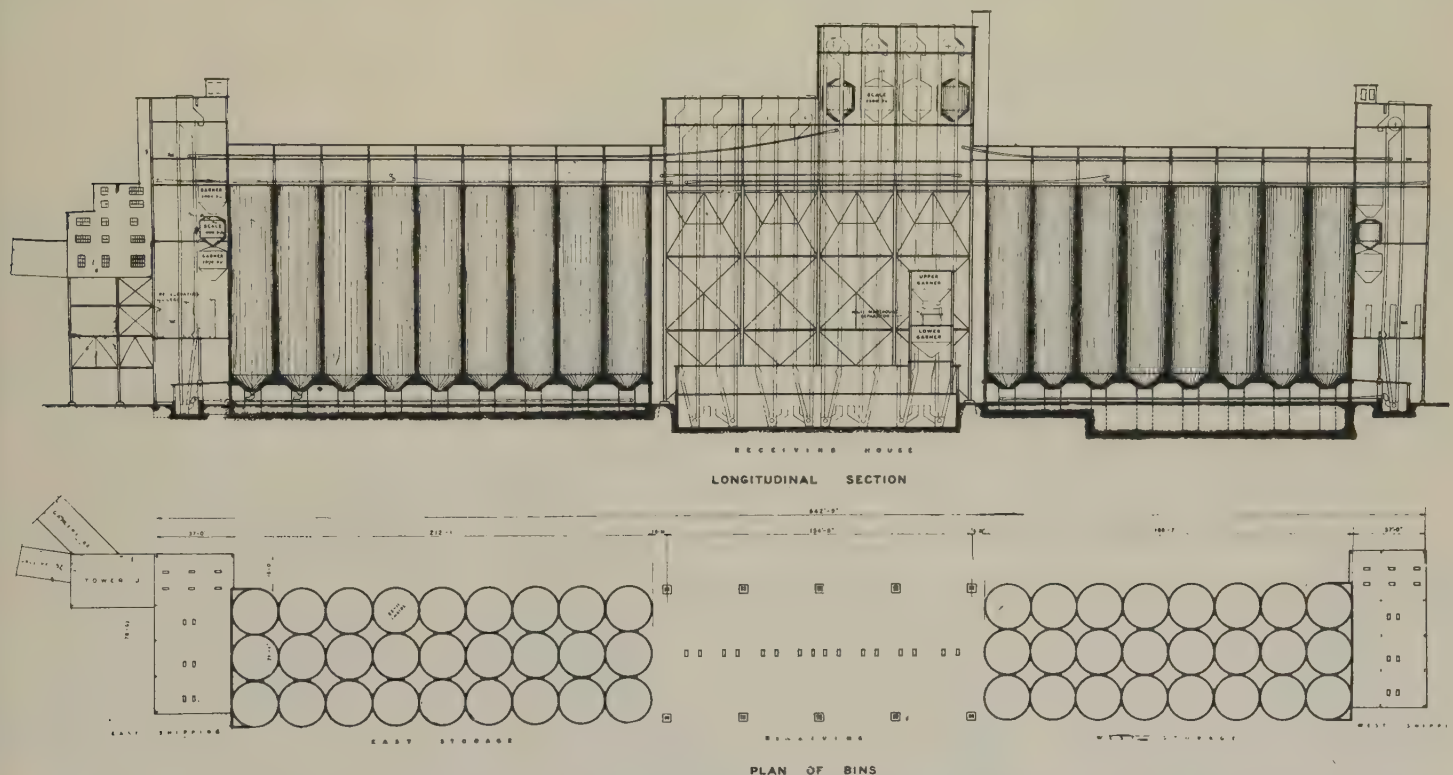


Fig. 2. Longitudinal Section and Bin Plan Harbor Commissioners' Elevator No. 3, Montreal.

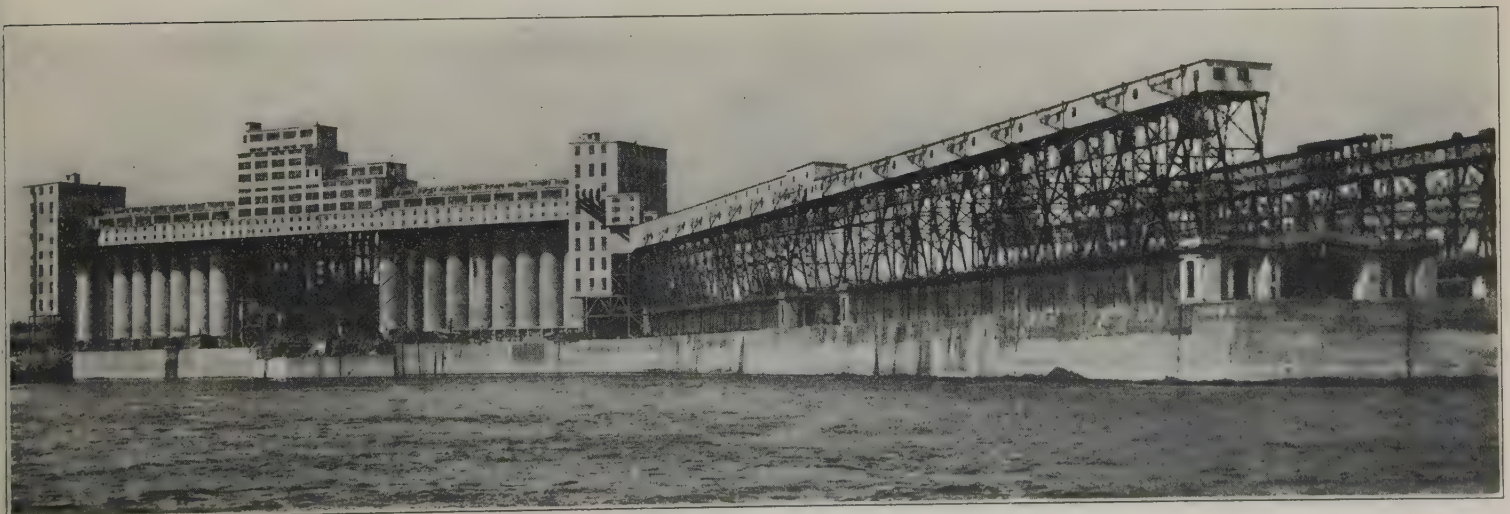


Fig. 3. A View of the Harbor Commissioners' Elevator No. 3, Montreal, Que.
[See pages 588 to 592.]

Seeds

Nashville, Tenn.—The Ewing-Gibson Seed Co. has enlarged its quarters.

Laurel, Md.—National Capital Seed Co. incorporated by John J. Norton and Wm. E. Beall for \$25,000.

Myton, Utah.—A seed cleaning plant adjoining their warehouse is under construction for Geo. H. Tingley & Sons.

Ames, Ia.—The Iowa Agricultural Experiment Ass'n is sending out a 2-lb trial package of a new soy bean, the Dunfield.

Simms, Mont.—The Sun River Valley Seed Co. was recently formed here; J. E. Jones, pres.; K. W. Bergan, vice-pres.; E. R. Kahla, sec'y-treas.

Austin, Tex.—The Senate failed to ratify important amendments to the present Texas Seed Law which were previously passed by the House.

Chicago, Ill.—Site for an experimental tract and for a warehouse has been obtained on the Rock Island at 96th and Genoa avenue by the W. W. Barnard Co.

Ovid, Mich.—The latest addition to the properties of Leonard H. Vaughan of Vaughan's Seed Store, Chicago, now gives him 700 acres for the growing of seeds here.

Woodstown, N. Y.—The True Type Seed Co. has incorporated for \$25,000 by Wm. Richman, Sharptown; A. D. Shellenbaker, Damon G. Humphreys, Clarence Smith, Woodstown.

San Francisco, Cal.—Over a million dollars will be spent by C. C. Morse & Co., seed dealers here, in building on the 216,000 square feet of property just acquired by them in the Bay View Industrial District. The

concern's general and executive offices and warehouses will occupy the site served by the main line of the S. P. Ry. and an entire block of frontage on the New Bay Shore Highway.

Portland, Ore.—Flax seed for 10 experimental plots in different counties thruout this state will be furnished by the marketing department of the Portland Chamber of Commerce in time to be planted this year.

Manhattan, Kan.—The Kansas State Agricultural College has undertaken co-operative seed exchanges where farmers meet to buy and sell seeds grown by themselves and tested for purity and germination by the college.

Minot, N. D.—The Interstate Seed & Grain Co. of Fargo will open a branch here to operate on a wholesale basis. Part of the building of the Farmers Co-op. Elevator Co. will be occupied; J. W. Cohen will be in charge.

Chicago, Ill.—A descriptive illustrated pamphlet is ready for distribution to those interested in the official special train going to the American Seed Trade Ass'n Convention in Los Angeles June 9, 10, 11. The Transportation Co'mite of the organization has arranged with the Santa Fe for the outbound trip, the special leaving Chicago at 6 p. m. on June 3. The train will tarry at Kansas City, Newton, Colorado Springs, Albuquerque, and Grand Canyon. J. R. Moriarty, Div. Pass. Agent, A. T. & S. F. Ry., is circulating the itinerary folders for the trip.

Ottawa, Ont.—The yield of clover and grass seed in Canada for the year ending Dec. 31, as reported by the Seed Branch of the Dominion Department of Agriculture was 2,521,000 lbs. red clover, 9,060,000 lbs. alsike, 6,184,000 lbs. alfalfa, 7,106,000 lbs. sweet clover, 3,840,000 lbs. timothy and 700,000 lbs. blue grass. The principal producing

province was Ontario with 1,500,000 lbs. of red clover, 9,000,000 lbs. alsike, 6,000,000 lbs. alfalfa, 4,500,000 lbs. sweet clover, 1,200,000 lbs. timothy and 700,000 lbs. blue grass.

Bloomington, Ill.—Funk Bros. Seed Co.'s soybean mill is running to capacity.

Oklahoma City, Okla.—The Pioneer Seed Co. was robbed of \$250 recently. Of this amount \$140 was in gold coins.

Gainesville, Ga.—J. D. Hardy & Sons suffered heavily when the \$300,000 fire that visited the town destroyed their properties here. The loss is said to be insured.

Des Moines, Ia.—The new firm known as the Iowa Plant & Seed Growers, Inc., is operated by the members of the old Iowa Seed Co., viz., A. M. Eldridge, pres.; Geo. L. Kurtzweil, v-pres., and L. A. McLaughlin, sec'y-treas.

Greenfield, Mass.—W. N. Potter & Sons filed the trademarks 208, 823-4; "Plym-Rok" as descriptive of grass seed, in particular timothy, redtop, red clover, alsike, and lawn seed; and the word "Maflower" as descriptive of grass seed, in particular timothy, redtop, red clover and alfalfa.

Green Valley, O.—A new 30x100 ft. seed warehouse with 55 ft. elvtr. will increase the storage and handling facilities of Oatman & Monfort, seed dealers, to 100,000 bus. The latest seed drying machinery is to be installed and a 24x30 ft. boiler room built to house the heat generating plant. The improvements will amount to close on \$50,000.

Toledo, O.—Present prices for clover are low compared with the extreme prices that prevailed during the war. They are high compared with pre-war years. Much of the acreage was sacrificed to grain crops during the war. In pre-war years only twice did October sell above \$12.00. That was in 1922 and 1912. Following the war October reached the high of \$35.72½ in 1919. During the war the high on October ranged



Fig. 4. Montreal Harbor Commissioners' Elevator No. 3, from the Land Side. The West Shipping House at Right, Car Dumper Shed at Left. [See pages 588 to 592.]

from \$12.00 to \$24.00. Last year it covered a range of \$11.20 to \$19.00. The high was made in September and the low in February. The range this year has been from \$13.00 to \$17.50. With carry-over not burdensome and crop hazard periods ahead we favor purchases of both October and December on moderate setbacks. We anticipate a trading market for a while until more is known of the coming crop.—Southworth & Co.

Norfolk, Va.—The Williams Seed Co. has filed trademark No. 206,206, for farm, vegetable and flower seed; spring and summer flowering bulbs. It consists of three rings encircling a diamond center, the initials of the firms enclosed within the latter. On the four sides of the centered diamond the words "Seeds with a 'Growing' Reputation" appear.

Lansing, Mich.—Grass seedings came through the winter in fine condition, and the early prospects for hay are very good. Nearly all of the clover meadows in southern Michigan are excellent and the greater portion of the alfalfa acreage promises well. The condition as reported is 91 per cent, three per cent better than the ten year average and five per cent above that of one year ago. However, there is a general deficiency of moisture and much depends upon the quantity of precipitation during the next few weeks.—L. Whitney Watkins, Commissioner of Agriculture, and Verne H. Church, U. S. Agricultural Statistician, May 9.

Imports and Exports of Seeds.

Imports and exports of seeds for March, compared with March, 1924, and for 9 months ending with March, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS		8 mos. ending March	
	March 1925	March 1924	1925	1924
Alfalfa, lbs....	224,058	597,277	4,617,120	10,816,979
Beans, lbs....	11,547,263	4,304,627	68,944,033	31,730,751
Peas, lbs....	1,561,397	1,792,860	25,579,725	13,018,231
Clover, lbs....	5,090,622	6,634,426	26,286,057	48,145,035
Gr. seeds, lbs..	271,890	253,524	3,113,540	4,343,552
EXPORTS				
Alfalfa, lbs....	25,369	12,557	390,951	292,558
Beans, bus....	28,860	47,793	481,666	589,894
Peas, lbs....	5,237	9,251	52,201	91,529
Clover, lbs....	101,811	149,239	1,817,590	636,628
Timothy, lbs..	2,723,009	2,717,079	14,391,661	13,454,208
Other gr. seeds, lbs.	862,129	274,550	4,893,176	3,043,588

An out and out test of the effect of the grain futures act on the state laws of Missouri will be made by B. C. Christopher & Co., who took an appeal to the supreme court Apr. 29 at Sedalia, Mo., from the decision of Judge Walker, on an admitted state of facts.

Seed Movement in April.

Receipts and shipments of seeds at the various markets during April, compared with April, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
FLAXSEED.				
Chicago, bus...	162,000	50,000	.....	2,000
Duluth, bus....	170,472	63,861	166,618	119,995
Milwaukee, bus.	1,430	10,060	.....	426
Minneapolis, bus.	373,590	209,740	101,840	127,360
Montreal, bus..	45,008	23,988	.....	.....
New York, bus.	124,500	681,000	.....	.....
Superior, bus...	174,482	154,971	112,638	72,870
KAFIR AND MILO.				
Cincinnati, bus.	5,600	2,800	.....	.....
Wichita, bus...	20,400	51,600	14,400	51,600
Kans. City, bus.	320,100	339,900	244,000	214,000
St. Joseph, bus.	3,000	.....	.....	.....
St. Louis, bus.	114,000	45,600	110,000	30,260
Ft. Worth, cars	.....	101	.....	5
CLOVER.				
New York, bags	.....	2,725	1,360	.....
Chicago, lbs....	765,000	1,352,000	383,000	1,505,000
Milwaukee, lbs.	258,743	152,667	222,955	1,336,640
TIMOTHY.				
Chicago, lbs....	1,809,000	1,162,000	2,282,000	2,904,000
Milwaukee, lbs.	150,000	180,000	112,140	779,930
CANE.				
Wichita, bus...	9,600	19,200	1,200	19,200
Kans. City, bus.	2,000	.....	2,700	.....

Canadian taxpayers are burdened with the deficit incurred by the government's operation of a merchant marine and railroad system. No government has realized a profit

from transportation service because the politicians use the organization to promote their political interests as did our own Director General.

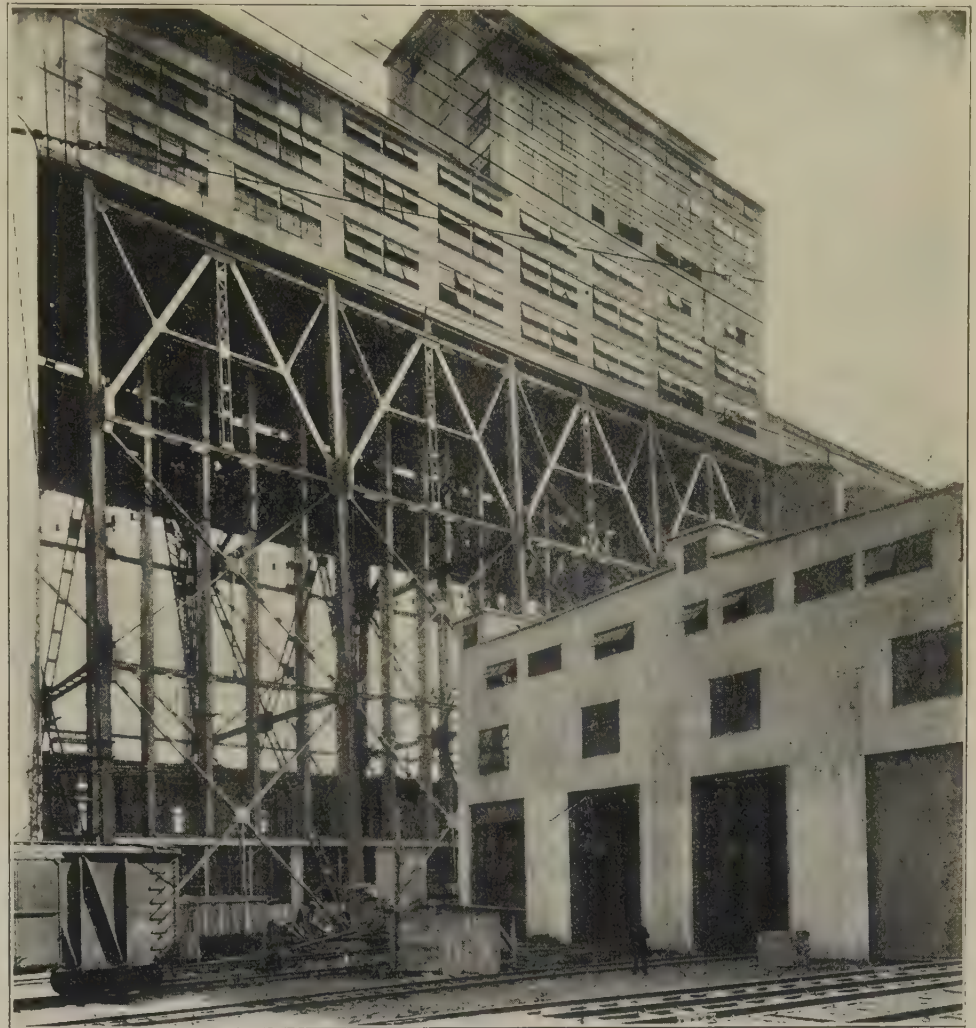


Fig. 5. Montreal Harbor Commissioners' Elevator No. 3 Receiving House with Car, Dumper Shed at Right.

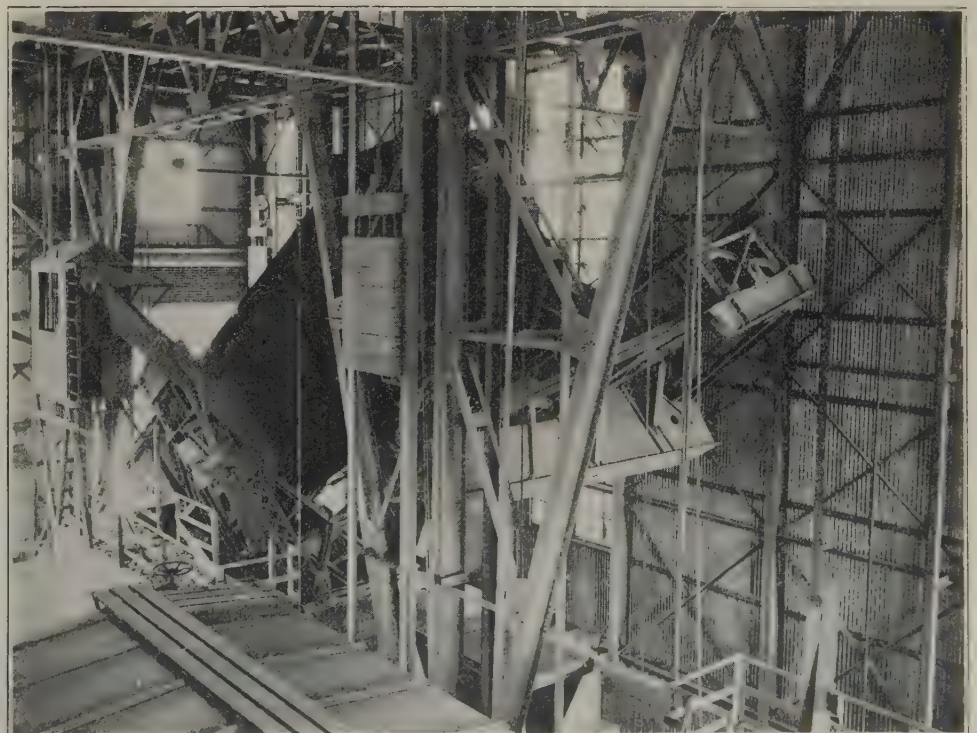


Fig. 6. Montreal Harbor Commissioners' Elevator No. 3 Unloading Cars with Metcalf Car Dumpers. [See pages 588 to 592.]

Montreal Harbor Commissioners' Elevator No. 3.

[Continued from page 589.]

At present five loading berths have been provided. Two galleries extending along the opposite sides of the Tarte Pier provide four loading berths so that grain can be loaded into four ocean steamships at one and the same time while taking cargoes of package freight. In fact, six different streams can be conveyed from storage to vessels simultaneously. Grain can also be shipped direct from lake boats to ocean vessels or from cars to ocean vessels.

A side gallery running along the entire length of the plant on a level with the bin floor of the storage part is a gallery house containing conveyor belts for facilitating the transfer of grain from any one part of the plant to any other part of the plant and from the West storage bins to the shipping gallery at the East.

Grain Elevator No. 3 was designed by the John S. Metcalf Co., Limited, and was built under its superintendence by the Harbour Commissioners of Montreal.

North Dakota Grain Grading Law Unconstitutional.

The Supreme Court of the United States on May 4 declared the North Dakota Grain Grading Act to be unconstitutional.

After the act of 1919 was declared invalid the present statute was adopted in 1922, only to be attacked by the Farmers Grain Co. of Embden, which brought suit to restrain its enforcement.

The court said the right to buy grain in interstate commerce was not a state-given right, but is a common right such as no state could fetter with conditions or control. The decision of the lower court in favor of the grain company was affirmed.

While this decision is gratifying to the dealers, ground that invalidity was due to interference with the federal prerogatives is unsatisfactory. Grain merchants really gain nothing by being delivered from the hands of one set of officials only to fall into the control of another set of bureaucrats.

Dr. J. W. T. Duvel, Grain Exchange Supervisor at Chicago, answering recent inquiries as to whether it is against the law for any individual to trade in more than 200,000 bushels of grain, says that the Grain Futures Act places no limit on the amount of wheat or other grains that an individual operator may buy or sell.

Program Indiana Meeting.

Entertainment will be made of first importance at the midsummer meeting of the Indiana Grain Dealers Ass'n, to be held June 25 and 26 at Michigan City, Ind.

There are so many interesting places and things to see there that our time will be occupied. For instance, there will be boating, swimming, fishing, golfing, visiting the sand dunes and the penitentiary. By way of information and assurance, we are authorized to say that all men will be given an opportunity to get into the "pen" and out again. This should be appreciated by all Indiana grain dealers, for under recent legislation in this state, viz, the co-operative marketing law, no one knows how soon they will be given transportation to an entertainment in that great but exclusive hostelry at Michigan City.

Those who have not visited Michigan City within the last few years will hardly recognize the place, while many will be so charmed with the outing that they, especially the men, will want to linger as they would at Atlantic City during the season of the transformation of the flappers into nymphs of the sea.

Ladies accompanying the dealers will be given good entertainment and care.

Convention headquarters will be at the Spaulding hotel, where the registration will be conducted by the Grain Dealers Fire Ins. Co.

June 25.

11:00 a. m. to 12:00 a. m.—Session of the Board of Managers.

12:00 m. to 1:30 p. m.—Luncheon with the Rotary Club of Michigan City, including remarks by E. K. Sowash, pres., Indiana Grain Dealers Ass'n, and by A. E. Reynolds, of Crawfordsville, a Rotarian grain Dealer, representing the grain trade.

2:00 to 3:30 p. m.—Convention session.

3:45 p. m.—Auto tour of the dunes.

Evening—Dance at the big Lake View casino.

June 26.

8:30 a. m.—Visit to the State Prison by the men. (Return ticket supplied.)

10:00 a. m.—Business Session.

2:00 p. m.—Exhibition drill by Coast Guard Crew. Boat trip on Lake Michigan.

Dealers are requested to write W. K. Greenbaum, Secretary of the Chamber of Commerce, Michigan City, to make hotel reservations.

The rat population of the United States numbers 120,000,000 or almost the equal of the human population, estimates Prof. Henry H. Donaldson, of Wistar Institute. Fortunately conditions of food, enemies, diseases and other hardships keeps the rat population down. A worker in his laboratory produced ideal conditions and starting with a single pair of albino rats, raised 3,800 in 16 months. How many can the average grain dealer produce in his corn crib in 16 months?

Measure of Damages for Using Machinery Without Payment of Purchase Price.

The Supreme Court of Mississippi recently gave a decision in favor of the Austin Machinery Corporation and against the Clark-Hunt Contracting Co., which had used a dredging machine without paying the purchase price.

By written contract the Austin Co., at Toledo, O., sold the machine for \$43,500, \$14,500 cash to be paid on its arrival at Darling, Miss., two notes for \$14,500 each to be executed.

The machine was shipped with shipper's order B/L attached to draft for the \$14,500 to be paid by appellee, who was to also execute the two notes, in which event the B/L was to be delivered to appellee and it to then receive the machine from the railroad company. When the machine arrived the appellee purchaser was notified by the bank to call and make the cash payment and execute the notes and receive the B/L for the machine. The appellee called at the bank, inspected the B/L, draft and notes, and without making any complaint thereat, failed and refused to pay the draft and execute the notes, but, instead of doing so in accordance with the contract between the parties, the appellee immediately sued out the writ of replevin herein, took possession of the machine and gave bond for it to await the result of the trial, and proceeded to use the machine in its ditching and dredging work.

The Court said: The elements of damage which the appellant, Austin Machinery Corporation, is entitled to recover in this case are, viz., interest on the market value of the new machine from the time it was taken up to the time it is redelivered, if it should be redelivered; the depreciation in the market value of the whole machine on account of its use, wear, and tear and damage by injury; and also the jury should be permitted to pass on the question of punitive damages for the wrongful taking and detention of the machine.

We know of no rule authorizing a court to compel a jury to inflict punitive damages, so we go no further in that regard than to say that this record discloses a case where the jury would be well warranted in punishing the appellee, Clark-Hunt Contracting Company, for its manifest wrongful taking and detention of the property involved in this case.—103 South. Rep. 1.

The Department of Agriculture has completed agreements with the Alabama Department of Agriculture & Industries and with the Texas Markets & Warehouse Department, which provides for adoption of federal hay grades as state hay grades and establishment of joint state and federal hay inspection as soon as necessary details can be completed. The inspection service will be available for both producers and shippers.



Fig. 7. Bin Floor and Cupola of Montreal Harbor Commissioners' Elevator No. 3. Showing Canavan Safety Venting Device on All Windows. [See pages 588 to 592.]

Supervising Speculation in Grain

[From an Address by J. M. Mehl, Federal Grain Exchange Supervisor before the Missouri Grain Dealers Ass'n]

I don't know just how much conscious interest you may have in the futures market or in the administration of the Grain Futures Act. I do know that you would like to see the grain markets get over their nervousness soon and settle down to a more stable basis. I know that you would like to see the grain business on a basis less hazardous than during recent months.

There is little doubt but that the cash grain markets have been thrown out of balance by such erratic speculation in futures. Some say the general public has been responsible, others say the markets have been manipulated by powerful individuals or groups. Whatever the cause may be, it has affected materially the cash grain business, and so long as there is such a thing as trading in grain futures you cannot overlook entirely its importance nor lose your eyes entirely to the matter of adequate supervision and sensible control over it. When it comes to defining and describing what is adequate supervision and adequate control here has been, and still is, much conflicting opinion.

For more than 35 years Congress has labored with this question and finally after there had been introduced at least 126 bills the Grain Futures Act was enacted in September of 1922. In contest in the courts it was upheld as constitutional on April 16, 1923. During the period from about July 1, 1923, until the present time the grain futures markets of the United States have been under Federal supervision and regulation.

The method of supervision and in fact the whole theory of the law differs radically from most of the measures previously proposed. No attempt was made in this law arbitrarily to limit or place any restriction upon the amount of trade in futures, and the boards of trade themselves were made directly responsible for preventing the evils against which the law was directed.

The theory of the law is that the boards of trade and grain exchanges themselves are better able and are in a better position to prevent manipulation and unwarranted price fluctuations than any one else, and to that end the Government through the Grain Futures Administration licenses certain of the boards of trade as contract markets and gives them the right to carry on trading in grain futures, when and only so long as they meet certain conditions. Among these conditions are (1) When the governing board thereof provides for the prevention of dissemination by the board or any member thereof, of false or misleading or knowingly inaccurate reports concerning crop or market information or conditions that affect or tend to affect the price of grain in interstate commerce." (2) "When the governing board thereof provides for the prevention of manipulation of prices or the cornering of any grain by the dealers or operators upon such board."

There has been and still is a great deal of misunderstanding and misapprehension concerning the purpose and effect of the law and the real powers of the Grain Futures Administration under the law. You will recall, perhaps, a year ago when the country was being sold, in substance, that the Grain Futures Act had frozen a coat of thick ice over the speculative market and that this was responsible for the then low price of wheat. That the speculator had become offended at our Government and picked up his toys and gone to Winnipeg.

I think we have learned one or two things since then. We have learned that the market can go both up and down apparently without any great difficulty. We are also pretty thoroughly convinced that if the speculator did pick up and go to Canada he was not so sore at that he remembered his home address and managed somehow to find his way back here when the markets began to look interesting.

I do deprecate the value of the speculator. He plays an important part in our economic life. Without him new fields and new resources could wait a long time for development and efficient use. Within reasonable limitations, I believe that speculation in the grain markets stimulates interest and quickens competition among those charged with the business of distributing, and that it indirectly reflects some benefit both to producer and consumer. But I don't think we should conclude from this that speculation run unhampered and "wild" is a good thing for the grain trade or for any one else. And it is not true as some have tried to make believe that large volume speculation in the grain markets is always preponderant on the buying side and that it always has the effect of pushing prices upward.

On March 13, this year, there was traded in Chicago wheat futures the largest volume for a single day for which records are available,—

149 millions in all wheat futures and in all grain futures over 256 million bushels. On that day May wheat fluctuated through a range of 13¼ cents and closed 15 cents below the previous close. A similar situation occurred on March 17th when 126 million bushels of wheat futures were sold and the price dropped 11 cents from the previous close.

It would be unfair on my part if I tried to leave the impression that large volume trading in futures has a tendency to force prices down rather than up. The point is that the price moves either up or down accordingly as there is a preponderance of buying orders on the one hand or of selling orders on the other. To the extent that the market is unable to absorb one or the other at any one time, to that extent will fluctuations become more violent and of wider range. Large volume speculation, however, does show a rather striking relationship to price range and price fluctuations. There is a notable difference in the amount of trading which took place in the May, 1924, Chicago wheat future as compared with the May, 1925, wheat future. The total of the sales of May wheat in 1924 during the entire period of trade was 2,037,720,000 bushels sold. For the May, 1925, the trading up to and including March 31 amounted to 6,957,700,000 bushels.

There is also a striking difference in the price range. The range between the high and low of the May, 1924, Chicago wheat future was 14½c while on the May, 1925, this range was 8¼c. The daily average volume of trade in May, 1924, wheat was 7,660,000 bus. and for the May, 1925, thus far 30,923,000 bus. The daily average price range in the May, 1924, wheat future was 1.10 cents while for the 1925 May for the period to March 31 it has been 3.43 cents. In fact the average daily volume of trading and the average daily price range show a decided tendency to move together in all futures.

It would appear, therefore, that it is hardly possible to have both an enormously large volume of speculation and a very steady market at one and the same time. But to say that large volume speculation is responsible for either a high or a low general price level is pure nonsense. It is quite probable that high prices attract more speculation than do low prices, but that is quite a different proposition from saying that speculation is the controlling cause of high prices.

The Grain Futures Administration was specially ordered by the Secretary of Agriculture to investigate the recent charges of manipulation in the wheat market. It has gone carefully into the books of board of trade members, and with the aid of the daily reports required to be filed, has traced to original sources a large proportion of the trading which took place during the time when manipulation was supposed to have occurred. We hope to determine definitely whether the recent disturbance has been the result of manipulation and deliberate raiding of the market by powerful groups or whether it just happened as the result of the public generally becoming inoculated with a speculative craze and losing all sense of direction.

I sincerely hope, and know you do, that regardless of cause some sensible means will be found to prevent these violent and wide price swings, and that it may be done without further legislation and without destroying the value of the futures market for hedging purposes. We have felt that the boards of trade, and Chicago in particular, should take the initiative in this matter and that it should do a little experimenting on its own account to see if there is not some sensible way to curb what appears to be excessive speculation from any cause. If the scheme proves unsatisfactory they can change it and try something else. Perhaps a rule like that recently adopted by the New York Cotton Exchange, limiting any one day's trading to, I think 200 points, might help. If the Government, through some new law, is forced to say what shall be done there is no easy way of changing it even if it proves unsatisfactory.

I am anxious to learn just how you regard hedging. Whether you use the futures market to any extent for this purpose and just what your experience has been are matters of great interest to me. Especially would I like to know whether you think the matter is of sufficient interest to the country dealer to justify some special study. Would it be worth while, for example, to try to bring together the experience of others and attempt to show by concrete example just what is involved. To show where the country dealer is at fault, if any, in the way he does his hedging or whether there may be some inherent difficulties that can be brought out and remedies suggested. We know, of course, there are times when the futures fail to maintain a proper parity and relationship to

cash grain prices, and the value of futures is partially if not wholly destroyed for hedging purposes. Can we get at some fundamentals and try to discover some means whereby the futures markets can be made to serve better the purposes and requirements of the country grain dealer and, if possible, relieve him of some of the speculative load that tends to make his life miserable?

There has been a lot of loose talk about the country dealer speculating in cash grain and losing his profits that way. At a meeting of grain dealers recently I made the statement that the country grain dealer does not want to speculate in cash grain if he can help it. One man the next day took exception, saying that if the country dealer did not speculate in cash grain he wondered where his profits were to come from. I am not saying that the country dealer does not speculate. There are times when he can hardly avoid a speculative risk but I would not like to believe that the country grain business in general depends upon successful speculation as its only source of profit. In fact, I can see no reason why any one should take upon himself all of the griefs that go with the country grain business in order to profit from any peculiar powers he may have to forecast the market. There are so many and much easier ways. I still believe that country dealers would like to lessen their speculative risks rather than add to them and I believe that to the extent that these risks can be shifted to the futures market to that extent the futures market is a valuable adjunct to the present system of grain marketing.

Several questions present themselves. (1) Does the futures market really offer the country dealers the same opportunity for hedging that it does those operating in the terminal markets? (2) Does the country dealer know as much about the technique of hedging as he ought to know? (3) Are the advantages of hedging really brought down to the country dealer in the form of "to arrive" or "on track" bids? In other words, is some one else doing the hedging for him who is possibly in a better position to do it than he is himself. What do you think about it? And what do you think about the advisability of trying to dig up some fundamental data and information to help those who may be wrestling with these problems?

Harry Robinson Dead.

H. W. Robinson, well known for many years in the grain and hay trade, died May 4 at Cleveland, O., aged 55 years.

He was a graduate of Heidelberg College and the O. S. U., was professor at the Green Springs Academy, had been editor of the Green Springs Echo, was founder of the Robinson Kraut Co., and in 1916 became pres. of the Union Cooperative Elevator Co., Cleveland, O. More recently he has been interested in paint manufacturing.

Mr. Robinson was a past pres. of both the Ohio Grain Dealers Ass'n and the National Hay Ass'n. He is survived by the widow and one daughter.



Harry W. Robinson, Green Springs, O., Deceased.

Country Elevators

Random Thoughts on Bookkeeping

By C. A. LOVELL

What Year?—In 1918 a man died in a western city, leaving a fairly large estate. His heirs were unfamiliar with laws, and as they desired that the widow should hold the property during her lifetime no division or administration of the estate was made. Nor was a return for inheritance tax purposes filed with the federal government.

The widow herself died lately and the matter came before the internal revenue collector. It then was necessary to go back and trace the husband's estate, and one point that needed to be known was the amount of his bank balance at the time of his death.

To this day that bank balance has not been determined exactly; it never will be determined exactly, for the apparently insignificant reason that some bank clerk failed to put the year dates on their ledger sheets. For a long period, one year cannot be told from another.

It may be the estate is paying more tax than the government is entitled to collect. Or less. Nobody knows.

Cultivate the habit of writing down the year with every ledger entry. Put it at the head of both debit and credit columns when a sheet is started; change it every time New Year's Day rolls around. It seems unimportant, now, but how will it be possible to ascertain, in 1930, whether "April 1" means that day in 1925, 1926, 1927, or what it means? It may be neither of these, but something entirely different. And under certain circumstances it may have a vast amount of bearing on matters arising later.

Don't forget the year dates.

Transpositions: Every bookkeeper knows that the easiest mistake to make, and one of the most difficult to locate, is that of transposing figures in an amount. Writing \$328.16 when it should be \$382.16, for example. The best accountant in the world can pass over an error of that kind a half dozen times and never see it.

If, however, it is known that a transposition has been made, the matter is simplified. One searches for a transposition, then; the eyes are made to see that each figure follows its neighbor's in the proper order.

The problem is how to know that a transposition has occurred. Fortunately that is an easy thing to determine. The difference or "off balance" amount caused by a transposition is always evenly divisible by 9. Thus in the example given above the difference between \$382.16 and \$328.16 is \$54.00, and this divides by 9 with no remainder.

When the books don't balance, divide the amount you are "off" by 9. If the division is even, the chances are a transposition has been made.

B/L Copies: With every shipper's order bill of lading the railroad agent gives the shipper a piece of blue paper marked "Memorandum." It recites the claim that it is not a copy or duplicate of the original b/l, but in spite of this claim the fact remains that it is a copy of the writing which made the original, and therefore it is a good enough duplicate to serve for filing purposes. It even says upon its face that is what it is designed to become, a file copy.

How many grain shippers retain these blue copies in a place where any one of them may be located instantly in connection with the car it covers? Some do, of course. Many do not, a fact which becomes self-evident when on going into the average country elevator office one sees a great bundle of them stuck on a nail or a hook file in the corner.

Put the Memorandum copy in the files. Put it with other papers relating to the car. Then it can be found when wanted. On a nail or hook it merely invites the gentle breezes to

take it happily across the fields. Or the second man may use it some wintry morning as an aid to kindling the fire in the office stove.

Carbon Copies: It is safe to say that at least 25% of the carbon copies of scale tickets written with pencil are illegible, either in part or whole. The reason, of course, is an attempt on the part of the one making the tickets to economize by continuing to use worn out carbon paper long after its usefulness is past.

Carbon paper is like oil in one respect. It costs more money than seems right, but just as the highest priced oil is cheaper than a new machine, so the most expensive carbon paper is cheaper than a law suit or a controversy that leads to the loss of a good customer.

Change the carbon paper often enough to insure clear duplicates.

Salina, Kan.—Harold Young, 26, was killed by a flying cast iron pulley when a car pulley cable broke here Apr. 30. He was in the employ of the Shellabarger Mill & Elevtr. Co.

Improving Grain Trade Conditions in Vermont.

As a result of the questionnaire sent out by the Vermont Grain Dealers' Ass'n seeking information regarding the putting of the businesses on a cash basis and making interest charges for overdue accounts, charges for long haulage, etc., the following results:

Twenty-three members replied to the questionnaires; 19 are making a difference between cash and credit; two have accepted a wholly cash basis, and two have made no change. Of the 19, 14 changed over since the annual convention last fall.

Five dealers report good results. Three report excellent results. One reports a gain of ten per cent in customers; three others report increased business; one reports "the removal of about 100 small accounts from our books."

In answer to "Have your cash sales increased?" Thirteen report "Yes," one reports a 50 per cent gain, others reply it is yet too early to make comparisons.

"Are your accounts receivable less?" Eight reply "Yes," several report no material change as yet.

The making of charges for delivery has been put into effect by several with good results.—S. S.

More Storage at Hutchinson, Kan.

The most recent addition to the grain storage facilities of Hutchinson, Kan., is a nest of reinforced concrete tanks erected by the William Kelly Milling Co. in connection with its mill "B," shown in the photograph reproduced herewith.

Each of the tanks is 23 feet in diameter, 9 feet high, the added capacity being 250,000 bushels and increasing the storage space to 750,000 bushels. The tanks were designed and built by Jones-Hettelsater Construction Co.

A feature of the design of the addition is the method used to serve the tanks from the head house already standing. At the top of the new set of tanks about 1 foot of storage space was sacrificed and a separate screw conveyor was installed in a specially built gallery running across the tanks. This conveyor was so placed that it is below a similar conveyor serving the eight original tanks; the original conveyor discharging to the new one. This makes it necessary to have only one conveyor in operation when grain is being put into one of the older tanks. A screw conveyor was used, rather than a belt conveyor, because practically every car of grain received necessitates a change of tanks and to move a tripper through frequently would mean considerable delay and might reduce the handling capacity of the house.

Grain is removed from the tanks by means of a rubber belt conveyor running in tunnels below.

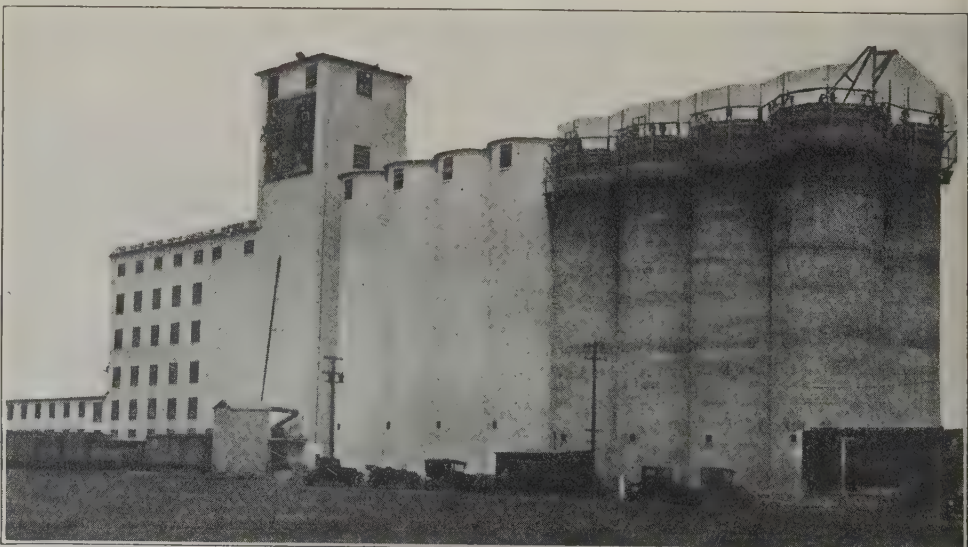
The plant is designed primarily for the mixing and storing of wheat for the adjoining mill. A railroad track on each side of the elevator provides trackage for a large number of cars. Both sides of the house may be receiving grain at the same time; and when desired one may be receiving and the other loading.

The engraving shows a decided contrast in the appearance of the old and the new tanks, the former being much whiter. This is due to a special coating of silica, while the new tanks have not yet been painted.

U. S. Futures Administration at Sea

J. W. T. Duvel, in announcing May 4 that he was preparing a report for presentation to Sec'y Jardine of the U. S. Department of Agriculture, deplored the fact that although he had asked for constructive suggestions from members of the Board of Trade on preventing the recent situation in May wheat prices he had received few replies and no worth-while ideas.

Pres. Frank L. Carey of the Board of Trade recently repeated his standing invitation that any one who has any evidence of cornering the market present the evidence. "So far there is absolutely no evidence that we know of," he said.



Mill, Working House, Storage Annex and Eight New Reinforced Concrete Tanks of Wm. Kelly Milling Co., at Hutchinson, Kan.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

DeWitt, Ark.—O. H. Rhodes, former mgr. of the Arkansas Rice Growers' Co-operative Ass'n, will be tried here for the theft of rice valued at \$100,000 on July 16.

Little Rock, Ark.—The officers elected for the ensuing year by the Little Rock Exchange are Guy Cameron, pres., Lane Satterwhite, v. pres., Aug. Probst, secy. and treas., W. M. Martin, traffic mgr., J. F. Mueller, chief inspector and weigher.

CALIFORNIA

Los Angeles, Calif.—The Morgan Sales Agency of San Francisco established an office here which will deal in grain, hay and feed.

Brawley, Calif.—The name of the Imperial County Farm Bureau Grain Exchange has been changed to the Imperial Grain Growers.

Hickman, Cal.—The George Maize warehouse filled with grain was completely demolished with contents during a storm on April 15. Some of the grain was damaged.

Turlock, Cal.—Frank C. Belier and T. E. Wilson of Stanislaus county have acquired the T. M. & G. warehouse and will embark under the name Beller-Wilson Grain Warehouse Co. They will conduct a grain, bean and seed storage and retail feed business. C. C. Steel is the business mgr.

CANADA

Winnipeg, Man.—E. J. Bawlf is seriously ill here.

Edmonton, Alta.—The Banner Grain Co., has been incorporated for \$1,000,000.

Portage La Prairie, Man.—The Metcalfe Milling Co., Ltd., has made an assignment.

Owen Sound, Ont.—The construction of the 1,000,000-bu. grain elvtr. is now in progress. The elvtr. when completed will make this an important port.

Moose Jaw, Sask.—The International Milling Co., of Minneapolis contemplates increasing its storage here. A provision being made for an increase of 500,000 bus.

New Westminster, B. C.—The newly organized Golden West Mlg. & Elvtr. Co., Ltd., plans to build a flour mill here if granted a lease on the water front by the city council.

Midland, Ont.—The new addition on the Midland Elvtr. is now under construction. It will have a capacity of one and a half million bus. and increase the elvtr's capacity to 5,000,000 bus.

Winnipeg, Man.—At the next session of the Manitoba legislature an act will be introduced along the lines of new legislation taxing of grain futures. Attorney-General Craig hopes to draft an act which will meet the court decisions against such a tax.

Halifax, N. S.—The construction of the massive harbor elvtr. to be erected by the government is well under way, the foundation is strong enough to carry a far greater capacity than 1,000,000 as was proposed. The elvtr. will be in operation by fall.

Toronto, Ont.—The Canadian Cereal & Flour Mills Co. Ltd. has disposed of two of its properties. The Tillsonburg property consisting of a flour mill, barley and pea mill including the elvtr., with steam and electric powers was sold to R. B. Moulton for \$5,900 plus \$2,600 taxes. The property at Lindsay was bought by F. J. Cairns for \$100 with a liability of \$8,700 for taxes. The property consists of flour, oatmeal and chop mills, with middlings, power plant and elvtr.

COLORADO

Denver, Colo.—The Denio-Barr Mfg. was incorporated here with a capital of \$1,250,000. Incorporators, John L. Barr, Robert P. Quest, I. W. Denio, Ralph Denio, G. S. Barr, W. D. Kistler and Ralph D. Mayer. The company will conduct a general milling and grain business.

Seibert, Colo.—We are raising our elvtr. sixteen feet.—E. M. Short, sec'y-treas. Seibert Farmers Equity Exchange.

Denver, Col.—The Whole Grain Wheat Co. which has plants at Momence, Ill., and Ontario, Can., contemplates erecting a factory here.

IDAHO

Craigmont, Idaho.—The Union Warehouse & Mercantile Co. has completed plans for a 75,000 bus. grain elvtr. to be erected on the site of the one burned May 31, 1924.

ILLINOIS

Danforth, Ill.—The Danforth Farmers Elvtr. Co. will repaint its elvtr.

Henkel, Ill.—The Henkel Grain Co. recently installed a modern seed cleaner.

Goodenow, Ill.—The Farmers Grain Co. is improving the elvtr. by repainting it.

Earlville, Ill.—The Earlville Farmers Co-operative Co. will soon rebuild its office.

St. Charles, Ill.—C. P. Davis bought the grain and feed business here of Chas. Crandall.

Odell, Ill.—The Odell Grain & Coal Co. has recently installed a Fairbanks 25-h.p. motor.

Rooks Creek (r. f. d. Pontiac), Ill.—Rooks Creek Farmers Grain Co. is repainting its elvtr.

Ivesdale, Ill.—C. E. Camp of Bement sold his interest in the Cook Grain Co., effective May 1.

Arlington Heights, Ill.—The Arlington Elvtr. & Coal Co.'s warehouse has been damaged by fire.

Sibley, Ill.—The Sibley Grain Co. is installing a truck dump. E. T. Johnston is the company's mgr.

Gardner, Ill.—The Farmers Elvtr. Co. has remodeled the house and also made a new driveway.

Penfield, (Gerald p. o.) Ill.—We intend to retire from the grain business soon.—H. C. Bear & Co.

Graymont, Ill.—The Graymont Farmers Elvtr. Co. is building a warehouse for feed and cement.

Clifton, Ill.—R. R. Meents & Son have under construction a concrete shed with a capacity of 300 tons.

Thawville, Ill.—The Thawville Grain Co. has added to its equipment a coal conveyor and Kewanee Dump.

Crescent City, Ill.—The Crescent City Farmers Elvtr. Co. recently install in its elvtr. a Kewanee Dump.

Eddyville, Ill.—Geo. Mansen sold the Eddyville Roller Mill here to A. L. Robbs. Mr. Robbs has assumed charge.

Peoria, Ill.—W. S. Miles, of P. B. & C. C. Miles, has been appointed president of the Peoria school board.

Dwight, Ill.—The Farmers Elvtr. Co. has completed plans for the erection of a coal pocket with unloading machinery.

Meriden, Ill.—C. A. Pardridge of Lee was recently named mgr. of the Meriden Farmers Co-operative Grain & Supply Co.

Millersville, Ill.—John Connerly mgr. of the Owaneco Elvtr. Co., Owaneco, contemplates erecting an elvtr. in the near future.

Steelville, Ill.—The Gilster Mlg. Co. is installing a new boiler and will increase its capacity about 50 per cent or 600 bbls. per day.

Milford, Ill.—The Milford Grain Co. is making improvements on its elvtr. by covering it with corrugated iron and making repairs.

Secor, Ill.—The Secor Farmers Elvtr. Co. is making improvements in its elvtr. by installing two Kewanee Truck dumps and a Howe scale.

Fairbury, Ill.—T. D. Karnes, mgr. of the Farmers Grain Co. has been honored by being elected pres. of the Fairbury Ass'n of Commerce.

Morris, Ill.—Forty members of the Farmers Grain Dealers Ass'n of the second district assembled here May 1 to discuss tax and marketing problems.

Missal, Ill.—The Missal Farmers Elvtr. Co. will shortly build a new office. A recent improvement was the installation of an 18-h.p. gasoline engine.

Weston, Ill.—C. E. Graves was recently named pres. of the Board of Supervisors of McLean county. Mr. Graves is also pres. of the Illinois Grain Dealers Ass'n.

Heman (Warrensburg p. o.), Ill.—The Milliken National Bank of Decatur has taken a judgment for \$2,000 against the Heman Farmers Co-op. Elvtr. Co. and its directors. The property is to be sold soon.

Rowe Sta. (r. f. d. Pontiac), Ill.—John Jacobson is having erected a 15,000-bus. cribbed steel clad elvtr. It will be operated by power furnished by a 7½-h.p. motor.

Pana, Ill.—The new storage building of the Farmers' Milling Co. now being constructed is nearing completion and will be ready for occupancy in a very short time.

Eureka, Ill.—The Eureka Farmers Co-operative Ass'n has installed two Kewanee Dumps and painted the elvtr. The company plans to build a large storage warehouse.

Bloomington, Ill.—The National Farmers Elvtr. Grain Co. was incorporated here with a capital of \$250,000. Incorporators are D. H. Allan, Lawrence Farlow and D. J. Cottingham.

Mendota, Ill.—Eckert & Ray is the new name of the grain and commission business formerly operated under the name of Cavanagh & Ray. Mr. Eckert recently bought the interest owned by Mr. Cavanagh.

Peoria, Ill.—The J. J. Badenoch Grain Co. of Chicago has opened a wire and cash grain office in the Chamber of Commerce building here. Frank Dalton formerly mgr. of the Cole Grain Co., will be the mgr.

West Brooklyn, Ill.—The West Brooklyn Farmers Co-operative Co. has under construction a new office, and will also build more sheds for the coal trade. Lately it installed a new mill with 24-inch burrs.

Lewiston, Ill.—The elvtr. of Bader & Co. is being remodeled. In addition to increasing the capacity of 10,000 bus. the house is being covered with steel siding. The work is under the supervision of Geo. Saathoff.

Bethany, Ill.—The Bethany Grain Co. has not secured the services of Sheffield Marlow as mgr. as was erroneously stated. I am still the mgr. and have been for over seventeen years.—E. A. Walker, mgr. Bethany Grain Co.

Winchester, Ill.—Gus. Kilver, mgr. of the Farmers Elvtr. Co., is building a brick cob burner 18x20 ft. high. It will be lined with fire brick. A Kewanee Dump and a 10-ton Howe Truck Scale are also being installed in the elvtr.

Sidell, Ill.—Maddox Bros. and A. M. Ratcliff have purchased the Sidell Farmers Elvtr. Co.'s three elvtrs.; one located here, one at Hume and another at Maizetown. I will continue as mgr. We will make a few changes before we open.—A. M. Ratcliff.

Peoria, Ill.—It has been proposed to the stockholders of the Farmers Terminal Elvtr. & Commission Co. of East Peoria to exchange their stock for holdings in the Grain Marketing Co. An attempt is being made to close the affairs of the concern at East Peoria.

Staley (Champaign), Ill.—G. L. Barrick, who lately resigned as mgr. of the Villa Grove Farmers' Elvtr., has assumed the management of the Staley Grain & Supply Co. here. The Staley Grain & Supply Co. will in the near future install a new 8-bu. Richardson Automatic Scale.—G. L. Barrick, mgr.

Plainfield, Ill.—The Plainfield Grain Co. lately completed a \$12,000 concrete building with grinding machinery. At Caton Farm a 20-h.p. engine was installed. At the Normantown station in addition to installing a 20-h.p. engine, auto truck scales and new truck dumps were added to the equipment. Truck dumps were also installed at Wolfs Crossing and Frontenac.

Harmon, Ill.—Six thousand bus. of oats have mysteriously disappeared from the Grain Marketing Co.'s elvtr. The disappearance of the grain was discovered a few days ago when preparations were made to make a shipment. Last fall the company stored 25,000 bus. of oats in the elvtr. The loss at the present market price of 40 cents amounts to \$2,400. The thieves left no clue.

CHICAGO NOTES.

Wm. Simons was lately reinstated as a member of the Board of Trade.

The capital stock of the Continental Grain Co. has been increased from \$500,000 to \$1,000,000.

W. N. Pharr of Memphis has been named mgr. of the cotton futures department of Lamson Bros. & Co.

John H. J. Boyle failed May 2. His trades were transferred to Lowitz & Co., and his membership has been posted for transfer.

John Oliver, a civil war veteran and former member of the Board of Trade, expired after a prolonged illness. He was 85 years old.

The offices of the Parker & Graff and the Corn Products Refining were closed at 1 o'clock on May 8 in respect to the memory of James E. Parker.

Donahue & Stratton of Milwaukee and the Brooks Elvtr. Co. of Minneapolis are handling the 2,000,000 bus. of oats which were in Keith elvtrs. and are being salvaged by the underwriters.

Memberships in the board of trade are selling at \$7,350 net. Men interested in the cotton trade are buying them. The local cotton market is gaining favorably in the regular trade channels.

Edwin A. Carlson, stock cashier for Jackson Bros. & Co., charged with embezzlement of Liberty bonds, has been held to the grand jury in \$10,000 bonds. The firm suffered no loss, having fidelity insurance.

The memberships of the following members of the Chicago Board of Trade have been transferred: Raymond C. Baldwin, John L. Nairn, Thos. E. Cavanagh, Moses Eisenmann, Est. Henry C. Avey, W. A. Dunphy, Est. Martin L. Jenks and F. B. Gallagher. Those admitted to membership include: Julius Rosenfeld, New York City, Arthur C. Wolfe, Streator, John Wilkins, Walter J. McGraw, Martin J. Doherty, J. W. Wood. Applicants for membership are: Hugh H. Sutherland, Jerry C. Moats, Willard L. Curtis, Geo. H. Newkirk, Zachary A. Booth, Louis M. Steinberg, Raymond K. Burke. Applications for transfer of membership are: Fred J. Bird, Newcomb Wildman, Estate of Albert V. Kinsler, Francis E. Hadley, Frank S. Hughes, Wm. Bartels, Bernhard Pfaelzer, John H. J. Boyle and Theron Logan.

INDIANA

Madison, Ind.—Taylor & Hitz are out of business.

La Porte, Ind.—The Maple City Mfg. Co., owned by Lyle Bishop, is not in operation.

Lowell, Ind.—O. B. Childress formerly of Belshaw is the new mgr. of the Farmers Elvtr. Co.

Sedalia, Ind.—C. R. Paul and Cecil Milner are the new owners of the Sedalia Mill & Grain Co.

Fountain City, Ind.—Geo. B. Harris, a member of the grain trade, expired here recently at the age of 62 years.

Emison, Ind.—Have sold my elvtr. and grain business to the Emison Grain Co.—F. J. Townsley Elvtr. Co., F. J. Townsley.

Jeffersonville, Ind.—The Clark County Farmers' Federation contemplates establishing a grain and produce warehouse here.

Francisville, Ind.—The Gutwein Milling Co. is erecting a grain elvtr. here with a capacity of 30,000 bus. The structure will be 60 feet high.

Lawrence, Ind.—The Lawrence Feed & Grain Co. is operating the elvtr. formerly owned by the Farmers Terminal Grain & Feed Co. here.

Hedrick, Ind.—The Seeger Betts Elvtr. which was destroyed by fire is being dismantled. A new elvtr. will shortly be erected by the company.

Kewanee, Ind.—L. H. Jordan, of Chicago, my father, has given me his undivided ½ interest in the firm of Jordan & Baird here.—J. C. Jordan, Colfax.

Inwood, Ind.—Kraus & Apfelbaum of Fort Wayne have leased the Inwood Elvtr. property of J. C. Irwin. The new management assumed charge on May 1st.

Peru, Ind.—A receiver has been asked for the Farmers Co-operative Elvtr. Co. owing to claim for \$29,875.66, the indebtedness exceeding the loan by nearly \$2,000. The company was organized in 1919 with a capital of \$50,000 with 260 shares at \$100, of which two shares remained unsold. Plaintiffs want to assume charge of the plant.

South Wanatah, Ind.—The Farmers Grain Elvtr. Co. has just completed a feed warehouse and coal bin. It was constructed of sheet iron and concrete.—E. E. Baske.

Kitchel, Ind.—We are installing an improved disc clutch in place of the old style arm and finger clutch, and are replacing our old line shaft with a new one.—A. N. Hudson, mgr. Kitchel Grain Co.

Crawfordsville, Ind.—We moved our office to the wholesale business at 220 E. Main St. and extended our lines to wholesale business in grains, flour, etc. It is our intention to install a seed cleaner.—N. Busenbark Grain Co.

Madison, Ind.—The Ohio River Elvtr. Co. a new organization has acquired the former Wyndom elvtr. property here and will begin operation shortly. Members of the organization are H. H. Potter, G. T. Lloyd and J. T. Hatfield.

La Crosse, Ind.—Arndt-Weinkauff Co., Hamlet, has leased the elvtr. here formerly operated by Chatterton & Son. The former concern started operation on Apr. 13. The elvtr. is owned by T. B. McDonald, of La Porte, resulting from a deal in which Chatterton & Son took over the elevators at Hartsburg and Oakwood, O., previously owned by McDonald.

Ockley, Ind.—F. Haslet, the junior member of the firm of Wm. Haslet & Son, has co-operated with the Whiteman Bros. & Co., who operate 5 elvtrs. S. F. Haslet has an equal share at each of the five stations and remains mgr. of the station here. The firm name of Haslet & Son has been changed to Whiteman Bros. & Co. The other stations are at Delphi, Radnor, Buckcreek and Colburn.—L. F. Haslet.

North Manchester, Ind.—The partnership of Syler & Syler has been dissolved. Clay Syler will continue to operate the local elvtr. and Ivan W. Syler will have charge of the elvtr. at Nappanee. The change was made on account of the failing health of the senior member, H. L. Syler. The junior member is a nephew, I. W. Syler. No change will be made in the policy or methods of either place and both will operate as before.

Indianapolis, Ind.—The practice of selling ear corn or other commodities by measure is prohibited by the new Indiana law requiring all commodities to be sold on the basis of weight or numerical count, and authorizing the county commissioners to appoint county inspectors of weights and measures, to inspect all weights and measures at least once a year. Fine of \$10 to \$500 and imprisonment up to 6 mos. is provided for violation. Grain dealers are urged by Chas. B. Riley, sec'y of the Indiana Grain Dealers Ass'n, to assist in any movement in their respective counties for the appointment of inspectors.

IOWA

Merrill, Ia.—The Frank Veidt elvtr. has been burned.

Milo, Ia.—The Milo Mfg. Co. plant was burned to the ground Apr. 26.

Galva, Ia.—The Farmers Elvtr. bought the W. T. Joyce Lumber Co. here.

Everly, Ia.—I have installed a Kewanee Truck Lift in my elvtr.—F. W. Roberts.

Craig, Ia.—The Farmers Elvtr. Co. will make repairs and paint its 20,000 bus. elvtr.

Lineville, Ia.—Lineville Flour Mills recently destroyed by fire will shortly be rebuilt.

Abbott, Ia.—The Farmers Co-operative Elvtr. Co. here has dissolved.—U. Beving, pres.

Linn Grove, Ia.—The Western Elvtr. Co. sold its old elvtr. to Gus. Wahlquist, who is dismantling it.

Bondurant, Ia.—C. E. Dunegan has resigned as mgr. of the Farmers Elvtr. Co. His successor has not been named.

Fort Dodge, Ia.—A new grain firm opened here under the name of Mulholland & Thorsen, in the Snell building.

Traer, Ia.—J. C. Huey recently passed away here. He was for years interested in the grain business in a financial way.

Leeds, Ia.—The International Mfg. Co.'s mill was recently slightly damaged by fire from an explosion in the attrition mill.

Sioux City, Ia.—The official opening of the new Chamber of Commerce headquarters will be held on the evening of May 12.

Des Moines, Ia.—Thieves robbed the Chandler Mfg. Co. here on the night of May 3 of \$30 in cash and checks amounting to \$210.

Grundy Center, Ia.—S. F. Price was re-elected mgr. of the Farmers Co-operative Elvtr. Co. He has been mgr. for the past four years.

Laurel, Ia.—Jess Luikhart is the new mgr. of the Farmers Elvtr. Co. here. He has been associated with the company for several years.

Irrington, Ia.—The Farmers Co-op. Ass'n Elvtr. which was burned last month, will be rebuilt with a capacity of 25,000 bus. fireproof.

Buckeye, Ia.—The C. E. Lowry & Sons elvtr. was burned Apr. 17 with a carload of oats. Partly insured. The fire started in an adjacent barn.

Lakeview, Ia.—All bids for the Farmers Union Grain Co. being rejected the plant was not sold. It is assumed that a new company will be organized.

Sioux City, Ia.—The Sioux City Grain Exchange moved the traffic department and the secretary's office to the new headquarters in the Exchange building.

Pomeroy, Ia.—The dismantling of the old elvtr. of the Pomeroy Co-operative Co. is now in progress and when completed the new structure will be started.

Sioux City, Ia.—The Fleischman Malting Co. is painting and otherwise improving the appearance of its line of ten elvtrs. in So. Dakota.—R. E. Mangan, mgr.

Swea City, Ia.—Among the various improvements made by the Farmers Elvtr. Co. which have just been completed was the installation of a large automatic scale.

Dike, Ia.—A. J. Froning of Garrison purchased our elvtr. at Dike and will take possession about the latter part of May.—Gifford Grain Co., L. W. Gifford, Cedar Rapids.

Sioux City, Ia.—S. P. Mason has been reappointed mgr. of the Terminal Grain Corp. He has served in this capacity for a period of three years and has made an enviable record.

Council Bluffs, Ia.—Work on the new elvtr. of the Rock Island Elvtr. Co. is progressing and the old structure on the same site is being remodeled and has been built one story higher.

Galva, Ia.—The J. B. Adams Grain Co. is taking down its elvtr. which was erected thirty years ago and will replace it with a new elvtr. which will be equipped with all up-to-date machinery.

Des Moines, Ia.—E. R. McDonald of Minneapolis was named mgr. of the Falcon Mfg. Co. which has just been released from a receivership. A \$60,000 indebtedness against the company is still pending.

Blencoe, Ia.—The Farmers Elvtr. Co. purchased the ferry boat News which was recently sold at sheriff's sale. The boat will be operated by the company and used extensively in the transportation of grain.

St. Ansgar, Ia.—The St. Ansgar Lumber & Grain Co. which was recently reorganized has incorporated for \$50,000; incorporators, F. A. Zemanek, H. A. Bochart, E. R. Tessman, R. C. Rosenberg and E. L. Hansen.

Fernald, Ia.—The North Iowa Grain Co. which recently became owners of the Hesson & Lynch Elvtr., is making extensive repairs on the plant and will cover the roof and sides with steel in addition to many other improvements.—C. E. Adkins, mgr.

Sioux City, Ia.—The branch office of the Beach-Wickham Grain Co. of Chicago was opened here on May 2 in the Grain Exchange building. H. E. Sprague will manage the branch. Mr. Sprague for years was mgr. of the E. W. Wagner Co. office here.

Welton, Ia.—The Welton Elvtr. Co. is taking down some of the buildings it acquired when it bought the present property. It is contemplating erecting a house for its feed business which will be mouse proof and convenient. J. H. Phelps has been reappointed to conduct the business for the elvtr. for another year.

KANSAS CORN

WIRE US FOR PRICES DELIVERED

Goffe & Carkener, Inc.

GRAIN MERCHANTS

Kansas City, Mo.

Write Us for Daily Card Quotations

Hawkeye, Ia.—The Farmers Elvtr. Co. on Apr. 15 had the largest grinding since the installation of the attrition mill four years ago. In eleven hours of steady grinding, our receipts showed \$43.20 from thirty-one patrons. This grinding was all done with one 24-inch attrition mill.—Farmers Elvtr. Co., T. A. Pfund, mgr.

Arion, Ia.—The machinery of the old mill which is owned by Sam Fox and has been closed for some time was moved out. He intends to use the old mill for a feed grinding mill and buy and ship grain if he can get some one to operate it for him. Mr. Fox is an aged man and can not attend to the mill himself.—Agt. C., M. & St. P. Ry. Co.

Sulphur Springs, Ia.—We are constructing a crib on our 700-acre farm at Sulphur Springs circular type and of iron tile. It will be 42 feet by 65 feet and have elvtr. leg furnished by the Webster Mfg. Co. One bin will have a capacity of 15,000 bus. of ear corn and will not be over 9 feet high, while the oat bin which will be 22 feet across will have a capacity of 14,000 bus.—C. H. Comstock Co., Ashkum, Ill.

Weston, Ia.—We are making improvements on the elvtr. by putting in concrete dumps and other concrete work, safe-guarding against rats. New spouting is being put in and everything is being put in order for the handling of the coming crop. In connection with the elvtr. we operate a mill. B. B. Fellows is the mgr. and has been for four years, since we own the plant.—Farmers Co-operative Elvtr. Ass'n.

Clear Lake, Ia.—We are building a warehouse of vitrified block with brick front, size, 50x50 feet, with basement; fronting on main street for feed storage and office use. The estimated cost of construction is about \$5,000. The building is equipped with freight elvtr. and is on railroad tracks. We also have a 35,000-bus. capacity elvtr. built of vitrified salt glazed block, equipped with modern grinding machinery, manlift, elvtr., automatic scales, dump, etc.—Farmers Co-operative Co.

KANSAS

McCracken, Kan.—The Farmers Elvtr. Co. has removed.

Norcat, Kan.—The Farmers Co-op. Business Ass'n is out of business.

Hutchinson, Kan.—The Central Grain & Laboratories Co. has quit business.—Cal.

Delavan, Kan.—The Delavan Farmers Union Co-operative Merc. Ass'n is out of business.

St. Paul, Kan.—The O'Brien Elvtr. Co. has just completed a large storage house for feed.

Zenda, Kan.—The elvtr. of the Red Star Mlg. Co. was recently slightly damaged by a tornado.

Alma, Kan.—Andy Anderson has resigned as mgr. of the Alma Farmers Union Co-op. Ass'n.

Beeler, Kan.—The farmers had a meeting here recently for the purpose of buying a wheat elvtr.

Home City, Kan.—L. T. Marshall has resigned as mgr. of the Farmers Co-operative Exchange.

Attica, Kan.—A. N. Black was elected mgr. of the Attica Grain & Elvtr. Co., succeeding R. D. Ely.

Keystone, Kan.—The Keystone Mlg. Co. is closed owing to the installation of a new 200 h.p. oil engine.

Woodbine, Kan.—Concrete floors will be built on the elvtr. of Woodbine Farmers Union Co-operative Exchange.

Offerle, Kan.—The Ralph Russell Grain Co. of Hutchin-on purchased the Kansas Flour Mills Co. property here.—Cal.

Stockton, Kan.—The Farmers Union Elvtr. Co. installed a modern grinder for custom grinding, and will install another leg.

Eureka, Kan.—An addition to our elvtr. erected at a cost of about \$3,000, has just been completed.—Eureka Roller Mills, R. C. Teichgraber.

Moundridge, Kan.—The Moundridge Mlg. Co. contemplates an addition to its warehouse and to increase its wheat storage to about 50,000 bus.

Lancaster, Kan.—We have a new 16,000 bus. iron clad building now under construction by F. F. Roberts. Concrete bin bottoms are being used instead of wood. The building will have full lightning protection.—Frank E. Wilson, mgr. Hutchinson County Farmers Co-op. Union.

Hudson, Kan.—The storage capacity of the Stafford County Flour Mills Co. was increased 40,000 bus., making a total capacity of 125,000 bus.

Moscow, Kan.—I. N. Shriver of Coats, Kan., is building an ironclad elvtr. with a 35,000 bus. capacity here.—Moscow Co-op. Equity Ass'n, W. B. Moorman, mgr.

Rozel, Kan.—We contemplate installing a pair of truck scales and replacing our old motor with two 10-h.p. Fairbanks ball bearing ones.—Union Grain Co., O. C. Glenn, mgr.

Nekoma, Kan.—I will install a Richardson Automatic Scale in my elvtr. here and one in the elvtr. at McCracken. I have installed one in my Hargrave elvtr.—M. T. Moran.

Caldwell, Kan.—W. A. Parr, mgr. of the Jefferson Mlg. Co. at Renfrow, Okla., was chosen mgr. of the Farmers Co-operative Grain & Coal Co. He assumed his new duties on May 1.

Wichita, Kan.—The warehouses of the Broom Growers' Ass'n and the Harrington Broom Corn Co. were destroyed by fire at a loss of \$300,000. Fighting the fire three men were injured and two overcome.

Dighton, Kan.—We have installed an air cleaner and are installing an additional 10-h.p. Fairbanks Morse Fully Inclosed Motor.—Farmers Co-op. Elvtr. Merc. Ass'n, S. D. Martin.

Hutchinson, Kan.—C. A. Wollard of the state inspection and weighing department who was in charge of the local office was removed and George Douglas the assistant has been placed in charge temporarily.

Elkhart, Kan.—The L. H. Pettit Grain Co. has under construction an addition to the elvtr. which consists of 3 bins and increases its storage capacity 10,000 bus. The addition is frame and iron clad.—Cal.

Ardell (Kingsley, p. o.), Kan.—The L. H. Pettit Grain Co. of Hutchinson bought the Kansas Flour Mills Co. elvtr. here. The plant will remain closed until the movement of the new crop begins.—Cal.

Solomon, Kan.—The Farmers elvtr. has been leased by the Kansas Flour Mills Co. and will operate under that name. Joe W. Neil is not connected with the elvtr.—Kansas Flour Mills Co., B. E. Heacock, agt.

Cherryvale, Kan.—C. S. McGinness, who recently resigned as manager of the wheat department of the Kansas Flour Mills Co. of Kansas City, was named sales mgr. of the N. Sauer Milling Co. here, succeeding J. B. Evans.

Marietta, Kan.—The Marietta Stock & Grain Co. has let the contract for the construction of a modern iron clad cribbed elvtr. equipped with cornsheller, rapid cleaner and 300-bus. hopper scale, awarded to the Van Ness Construction Co.

Caldwell, Kan.—It is doubtful whether the Caldwell Milling property will be rebuilt. The two grain storage tanks with a capacity of about 50,000 bus. which were saved during the recent fire will be remodeled to the extent for handling the wheat crop this summer.

Abilene, Kan.—The Jones-Hettelsater Construction Co. of Kansas City received the contract for the construction of a 70,000-bus. storage for grain to be erected by the Abilene Flour Mill. Three concrete tanks each 80 feet high will be built. The work will be completed by Aug. 1.

Galatia, Kan.—Carl Lebsack, who is a heavy stockholder in the Farmers Union Co-op. Elvtr., has leased the plant. He lately bought the Lebsack Grain Co. at Otis, Kan., which he probably will operate also. Other elvtrs. at this point are the Wolfe Mlg. Co. and the Robinson Mill of Saline.—Farmers Elvtr. Co.

Marysville, Kan.—Indictments have been brought against members of the Marysville Mill & Elvtr. Co., who are charged with the misuse of funds. E. R. Fulton, H. A. Hohn and E. A. Hohn are charged with being the principals and J. E. Riley, mgr., and Geo. T. Mohrbacher, pres., are accused of aiding and abetting in the transactions.

Juniata (Beverly p. o.), Kan.—Lyman Hazelton, mgr. of the Juniata Farmers Elvtr. Co., died mysteriously after an auto collision on the night of Apr. 26. He was 48 years of age. The car in which he was riding was damaged and he remained with the car while his companions sought help, on their return they found Hazelton seriously wounded and bleeding heavily. He expired soon after. His sudden end remains a mystery. A number of children survive him. His wife preceded him in death several years ago.

Topeka, Kan.—The Kansas Grain Dealers Ass'n has recently admitted the following new members: Chetopa Mill & Grain Co., Chetopa; Parsons Mill & Elvtr. Co., Parsons; Cherryvale Grain Co., Cherryvale; Rea-Patterson M. Co., Coffeyville; Burgner-Bowman-Matthews Lbr. Co., Stark; Frank O'Brien, St. Paul; Dickhut Grain Co., Cullison; Calista Grain & Merc. Co., Calista; Farmers Elvtr. & M. Co., Kingman; McAdam & Rooney, Minneola; The Equity Exchange, Mullinville; G. E. Stockstill Grain Co., Hugoton; Elkhart Mill & Elvtr. Co., Elkhart; Home Elvtr. Co., Liberal; Farmers Elvtr. Co., Elkhart; Lemon-Barbee Grain Co., Sublette; McClure Grain Co., Ulysses; Farmers Gr. & Lbr. Co., Montezuma; Farmers Elvtr. Co., Galatia; Independent Cooper. Gr. & M. Co., Stafford; Farmers Grain Co., Belpre, Kan.; W. F. McAleer, Parsons.

KENTUCKY

Fountain Run, Ky.—The mill operated by W. J. Dossey & Son here was recently damaged by a tornado.

Lexington, Ky.—The machinery of the Lexington Roller mills was slightly damaged by fire on April 27th.

Mayfield, Ky.—The sheller house of the Mayfield Mlg. Co. burned Apr. 29. Loss includes 10,000 bus. of corn. Loss, \$20,000.

Lancaster, Ky.—On account of the death of A. H. Bastian, senior member of the firm of A. H. Bastian & Co., we have discontinued all business.—L. H. Boone.

Paris, Ky.—The old historic mill on Stoner Creek and more than 100 years old was sold to a company consisting of S. H. Cash, W. W. Quicksall and James Drake. The mill has been operated for the past 28 years by B. M. Renick.

LOUISIANA

New Orleans, La.—Eugene V. Ansemann who for many years was associated with the J. T. Gibbons, Inc., grain dealers, expired here last week.

Shreveport, La.—The Shreveport Grain & Elvtr. Co. incorporated with a capital stock of \$250,000. Incorporators are S. J. Harmon, L. B. Finley and Frank Davis.

New Orleans, La.—Geo. B. Harrison, superintendent of the Trans-Mississippi Terminal Co. Westwego Elvtrs. here, passed away recently. He was 64 years of age and was associated with the T. & P. Ry. companies for a period of 35 years.

Jennings, La.—The Hoover & Milliken rice warehouse was burned. Loss exceeding \$50,000. Fire is believed to be of incendiary origin. The owners of the building were Sidney Hoover of Jennings, Frank Milliken of Crowley and A. P. Marmouget of Shreveport.

Shreveport, La.—The elvtr. being constructed by the Marshall Mill & Elvtr. Co. at Cedar Grove consists of 8 tanks 20x70 feet having a capacity of 200,000 bus., also 11 square mixing bins with a capacity of 50,000 bus. It is of fire-proof concrete construction and is equipped with a Howe Track Scale.

MARYLAND

Baltimore, Md.—George C. Eldridge is an applicant for membership in the Chamber of Commerce.

Baltimore, Md.—J. S. Rawlings, the oldest member of the Baltimore Chamber of Commerce, expired recently at his home. Mr. Rawlings was associated with this organization for a period of 60 years. He was 86 years of age and was pres. of the Rawlings Implement Co., and head of the Rawlings Talbert Co., Inc., southern grain and leaf tobacco commission merchants.

MICHIGAN

Linden, Mich.—The Stewart Elvtr. Co. is successor to the Stiles Elvtr. Co.

Rhodes, Mich.—Mail sent to the Rhodes Bean & Grain Co. is returned unclaimed.

Sunfield, Mich.—Theo. Lenon is the new mgr. of the Smith Bros. Vette & Co.'s Elvtr. succeeding Ezra Dell, who has resigned.

Grand Rapids, Mich.—Fire on the night of May 1 destroyed the Star Roller Mills, which is a subsidiary of the Voigt Mlg. Co. Loss about \$200,000.

Detroit, Mich.—The many friends of T. W. Swift will regret to learn that he has been confined to his home with pneumonia for some time, but is improving.

Jamestown, Mich.—The Farmers' Co-operative Co. elvtr. which was burned Apr. 14 will be rebuilt at once.—Farmers Co-operative Co.

Ypsilanti, Mich.—The Ypsilanti Farm Bureau Ass'n at a meeting recently decided to sell the mill they operate at Cross street. The association has had the property for three years.

Davison, Mich.—We are contemplating installing a small manlift, also dividing a large bin into four small bins and putting in a four-way distributor.—Burroughs-Wolohan Elvtr. Co.

Eaton Rapids, Mich.—Willard D. Hulst purchased the interests of the J. E. Crane Estate in the Crane & Crane Co. The firm will hereafter be known under the name of Crane & Hulst.

North Star, Mich.—Thieves entered the North Star Elvtr. last week and attempted to rob the place. The combination of the safe was broken off but no entry was gained. Nothing was taken.

MINNESOTA

Renville, Minn.—Mail sent to the M. W. Pierce Grain Co. is returned unclaimed.

Northfield, Minn.—E. G. Farrankop has been chosen mgr. of the Farmers Elvtr. Co.

Shakopee, Minn.—The King Midas mill opened here on May first for the manufacture of rye flour.

Kenyon, Minn.—The Farmers Mercantile & Elvtr. Co. recently installed a Carter Disc Separator.

Goodhue, Minn.—The Robert Stock feed mill with entire contents was burned to the ground recently.

Litchfield, Minn.—The Cargill Elvtr. Co. has installed a Globe Truck and Wagon Dump here.—Nels Kamter, agt.

Boone, Minn.—B. C. Eitrem has resigned as mgr. of the Boone Elvtr. Co., a position he has held for three years.

Green Isle, Minn.—Dan Egan, mgr. of the Equity Elvtr. was found dead near the elvtr., having fallen from a freight train.

Nassau, Minn.—New truck dumps have been installed here in both houses of the Farmers Elvtr. Co. and the Monarch Elvtr. Co.

Henderson, Minn.—Fire destroyed the elvtr. of the Nagel Grain Co. Rebuilding will be begun immediately. H. A. Nagel is mgr.

Hancock, Minn.—The dismantling of the W. L. Johnson elvtr. is now in progress and the work on his new plant will be started soon.

Kiester, Minn.—We have just installed a new ten-truck Fairbanks Scale and a truck dump.—Kiester Farmers Elvtr. Co., J. A. Johnson, mgr.

Minneapolis, Minn.—Frederick B. Wells, v. pres. of the F. H. Peavey Co., and Mrs. Helen Golding were married at Pasadena, Calif., on May 2.

St. Paul, Minn.—The Farmers' Co-operative Terminal Ass'n is the name chosen by the Equity Union Marketing Ass'n. G. C. Lambert is secy.

Duluth, Minn.—The membership of Harry C. Olson in the Board of Trade has been transferred to Douglas C. Moore of the Pillsbury Flour Mills Co.

Northfield, Minn.—L. G. Campbell, former owner of the L. G. Campbell Mlg. Co., has relocated here and assumed the management of the L. G. Campbell Mlg. Co.

Minneapolis, Minn.—The Minneapolis Grain Shippers Ass'n elected the following officers at its annual dinner, pres. H. A. Murphy, v. p. W. J. Russell, and sec'y and treas. J. A. Gould.

Foxhome, Minn.—An attempt to burn the elvtr. of the Canton Grain Co. was discovered after the fire. The building was saturated with kerosene and the safe of the company had been robbed.

Jackson, Minn.—The Fleischmann Malting Co. elvtr. containing about 50,000 bus. of grain was damaged by fire and water to amount of \$5,000. The fire is supposed to have originated from the motor in the cupola.

Minneota, Minn.—T. F. Dahl, mgr. of the Dahl Elvtr. Co. was recently killed when the car which he was driving overturned. He was widely known and former mayor of this city. His widow and three children survive him.

Stewart, Minn.—We have installed a new 10-ton Fairbanks Morse Scale with a truck lift. The Empire Elvtr. Co. is installing a Strong-Scott Truck Lift and repainting elvtr. and coal sheds.—Stewart Farmers Co-operative Elvtr. Co.

Minneapolis, Minn.—W. A. Hottensen of W. M. Bell & Co. of Milwaukee, grain, is a new member of the Minneapolis Chamber of Commerce.

The Minnesota Railroad and Warehouse Commission has "Resolved that the fees for the inspection of grain will be fixed as follows: corn and flax, \$1.25 per carload or 1,000 bus.; all other grains, \$1.00 per carload or 1,000 bus.; effective May 1."

Climax, Minn.—The Monarch Elvtr. Co. will install a Globe dump at its station here this season. The St. Anthony & Dakota Elvtr. Co. are also to install a dump. The Equity Co-op. Exchange Elvtr. is offered for sale by a receiver at St. Paul.—A. O. Ashby.

Belgrade, Minn.—Clifford Lybeck, who it was announced would assume the management of the Merchants & Farmers Grain Co., has decided to continue his association with the Osborne McMillan Elvtr. Co.—Merchants & Farmers Grain Co., J. W. Koeter, sec'y.

Beardsley, Minn.—Geier Bros. elvtr. has been rodged to protect it from lightning. Dittes Bros. Elvtr. Co. installed lightning rods recently and intend installing a truck dump. The Cargill Elvtr. Co. had its elvtr. overhauled and is installing a man lift.—Geier Elvtr. Co., T. C. Wendt, agt.

Glencoe, Minn.—Al. G. Kroeger was the highest bidder at the auction of the Glencoe Farmers Elvtr. Live Stock & Produce Co.'s elvtr. and buildings. The bid will be accepted on condition that an agreement is arranged between the Farmer & Merchants Co. regarding the Live Stock Shipping Ass'n.

Westbrook, Minn.—Mayor Kurt Krueger, 33, partner in Krueger Bros., grain dealers, is believed to have left home with a car of seed Mar. 31; he has not been heard from since. Friends investigating his disappearance report that a cap, saw, hammer, jug of water and a lunch were found in a car of seed sent by Krueger's firm to Milwaukee consignment house and the identical tools were found to be missing from his office here. Mr. Krueger disappeared once before, in August, 1920, and was not located for some time. His firm went into bankruptcy soon afterwards, however affairs were untangled.

Willmar, Minn.—The improvements at our various stations this season are as follows: At Russell we have painted and overhauled the elvtr. At New London we will build a combined office and garage, install a new 10-ton truck, Howe Scale and truck dump. Have also provided station with a new auto truck. Reshingling, overhauling and painting the elvtr. is in progress at Milaca. Minor repairs were made at Mora. A truck dump and a 10-ton Howe Scale will be installed at Willmar. At Clara City we will install a truck dump. Asbury sta., R. F. D. Granite Falls, will have a truck dump and a 10-ton Howe Scale. All the work is being done by our own crew under the direction of C. J. Berkeland.—New London Mlg. Co.

MISSOURI

Rich Hill, Mo.—The Farmers Elvtr. Co. is out of business.

Ludlow, Mo.—The Farmers Co-operative Shippers Mercantile Co. is out of business.

Ozark, Mo.—R. T. Turrentine of Chadwick was elected mgr. of the Farm Elvtr. Co.

Slater, Mo.—The Slater Mill & Elvtr. Co. is making extensive improvements on its plant.

Bertrand, Mo.—The Bertrand Elvtr. & Gin Co.'s elvtr. was slightly damaged recently by a windstorm.

Bonnots Mills, Mo.—The Producers' Exchange will install a new cleaner and new elvtr. cups.—Wm. Bret, mgr.

Sullivan, Mo.—It is proposed to build a mill here and to raise a sum of \$8,000 for the purpose, and to join Wm. Kramer, who has a mill.

Miller, Mo.—The Miller Elvtr. Co. contemplates making repairs this spring and will also paint the elvtr.—Miller Elvtr. Co., O. S. Glascock, mgr.

Palmyra, Mo.—Thieves entered our safe on the night of March 31 and relieved us of \$240 in checks and \$60 cash.—Palmyra Elvtr. & Exchange Co.

Auxvasse, Mo.—G. M. Fowler has assumed full charge of the Auxvasse mill and elvtr., succeeding F. G. Wallace. A. F. Stephens is the new owner.

Fairfax, Mo.—A movement is under way here for the re-establishment of a grain elvtr.

Fayette, Mo.—The newly organized Fayette Co-operative Elvtr. Co. here is negotiating to buy the property of the Fayette Mill & Mercantile Co. for \$27,500.

Palmyra, Mo.—A stock company was formed here to re-open the People's Mill. The property was appraised for \$12,000. It was bid in for \$3,650 by Yeager Bros. and Schaffer.

Desoto, Mo.—W. L. Hutcheson of Oklahoma City purchased all the machinery of the former Farmers Mill & Elvtr. Co. The equipment was owned by the Farmers & Citizens State Bank.

Monroe City, Mo.—The Farmers Elvtr. Co. will build an addition 20x36. It will be constructed of hollow blocks and concrete with concrete floor, and will be used as a vault and cream room.

Charleston, Mo.—We have moved our office to the Mississippi County bank instead of the Charleston Mlg. Co. as was erroneously reported. Our office is still uptown.—Mississippi County Elvtr. Co.

Springfield, Mo.—Walter Alieger, part owner of the Crane Mill, which has been temporarily shut down, bought his partner's interest owned by D. W. Waymire. The new owner will remodel the mill and resume operation in a short time.

St. Joseph, Mo.—A. D. Robinson, a grain dealer at Sabetha and Price, Kan., spent the day today, Apr. 30, visiting the St. Joseph Grain Exchange and showing the local boys how to play golf.—Wm. S. Geiger, The Geiger Grain Co.

Columbia, Mo.—Noteworthy among the trophies awarded at the Junior Farmers Wee held at Columbia the week of Apr. 27 to May 2 were the silver cup given by the Peppars Seed Co. and the silver cup donated by the Messmore Grain Co.

Wellington, Mo.—The Wellington Mill & Elvtr. Co. have incorporated for \$10,000. The incorporators are W. F. Oberhelman, G. Oberhelman, O. G. Riesmeyer, Geo. Stalling, F. Wegener and M. H. Larberg. They will manufacture and sell and buy flour, feed bran and other wheat and grain products.—P.

KANSAS CITY LETTER

J. S. Bache & Co. will remove to the Dwight building. A new mgr. will be chosen to succeed C. D. Crotchett.

The Kansas City Grain Inspection Department is removing its headquarters to the new Board of Trade building.

Cort Addison has acquired an interest in the Benton Grain Co. and will operate his grain business hereafter under that firm name.

At the annual election and dinner of the Kansas City Grain club on May 7, the following officers were elected: Harry C. Gamages, pres., W. J. Mensendieck, v. pres., and J. Wolcott, sec'y-treas. The executive committee named is E. F. Emmons, C. M. Hardenburg, W. J. McNeil, C. F. McCord, Harold F. Spence.

The Jackson County circuit court awarded judgment for \$19,441 to C. W. Roller of Norton, Kan., against C. Moritz & Co., the Moritz Grain Co., Chas. Moritz, Max Moritz, Otto F. Moritz and John C. Snaveley grain dealers in Kansas City and at Hastings, Neb. The suit was the outcome of a breach of contract in a grain deal.

L. L. Wilson, second v. p. of the Kansas Wheat Growers Ass'n, has applied for a membership in the Board of Trade on the transfer of J. P. McElvain of the Moffat Grain Co. which has dissolved. Mr. Wilson will apply as an officer of the Kansas Co-operative Grain Co. which was lately organized and is a subsidiary of the Kansas Wheat Growers' Ass'n.

A contract was signed by the officers of the Co-operative Wheat Marketing Ass'n of Kansas and the C. & A. Ry. for the construction of an elvtr. here with a capacity of 1,000,000 bus. The cost of the first unit is estimated at \$500,000. The elvtr. will be located in the East Bottom district in the C. & A. yards. The marketing ass'n will receive a long time lease from the railroad company. The elvtr. is expected to be ready to receive grain by fall. The new company will be known as the Kansas City Co-op. Grain Co., Ltd., it is a subsidiary of the Kansas Wheat Growers' Ass'n and the Kansas Wheat Marketing Ass'n and has been incorporated for \$200,000. Officers are John Vesecky, pres., L. L. Wilson, sec'y-treas. and W. V. Young.

The Nelson Grain Mfg. Co. will not remove from its present location, as, if a sale is made the company will not be required to move elsewhere for at least six months.

Howard Vanderslice, former president of the Board of Trade, presented to the park board a bronze group statue commemorating the western heroism. The site has not been chosen but it is probable that it will be on the Santa Fe trail.

ST. LOUIS LETTER

St. Louis, Mo.—The Shredded Wheat Co. of New York has taken out a charter to do business in Missouri.

St. Louis, Mo.—R. C. Napier and C. S. Moffitt will retain their membership in the St. Louis Merchants Exchange.

St. Louis, Mo.—Wilbur Christian is the new sec'y of the St. Louis Grain Club, succeeding Eugene Gissler, who died recently.

Emil Summa, a prominent flour and grain merchant for 40 years, expired here on May 3. He was formerly associated with the Sessinghams Mfg. Co., the Booth Grain Co. and various others.

St. Louis, Mo.—As to the purchase of the Kehler Flour Mill property at East St. Louis, this property consists of a mill of 3,000 bbls. per day capacity, and a comparatively new concrete elvtr. of 450,000 bus. capacity. Transfer of property has not yet been completed and we have no definite plans to announce at present. We will probably operate the mill beginning with the new crop. We have not yet decided under what name operations will be conducted. A new corporation will be formed and business operated independently of our present firm's which will continue to do a grain business.—Marshall Hall Grain Co.

MONTANA

Missoula, Mont.—The grain department of the H. L. Haines Co. has been discontinued.

Boyd, Mont.—The Montana-Dakota Grain Co. elvtr. was burned. C. C. Nordman was the mgr.

Buffalo, Mont.—The Farmers Equity Co-op. Ass'n sold its elvtr. to Albert Lewis, the firm's mgr., for \$7,000.

Dodson, Mont.—N. J. Rodenburg is mgr. of the Equity Elvtr. Co. here succeeding A. H. Freie who resigned.

Plains, Mont.—We recently built a larger flour house and increased our elvtr capacity 10,000 bus.—Plains Montana Mills.

Froid, Mont.—The International Elvtr. Co. will add to its equipment an air dump. The Farmers Elvtr. Co. is planning to make repairs on elvtr. and install an air dump.

Outlook, Mont.—The Farmers Elvtr. Co. will make extensive repairs on its elvtr. by installing a new motor, painting the building and installing a car puller. They will also make an extension on the driveway.

Cascade, Mont.—We are painting our elvtrs. at our stations at Acton, Comache, Swift, Ulm and Verona and have installed Strong Scott pneumatic truck dumps in our elvtrs. at Dutton and Ulm.—State Elvtr. Co.

McCabe, Mont.—The Occident Elvtr. Co. will install a Kewanee air dump shortly. The Farmers' Elvtr. Co. contemplate making repairs on their elvtr. in addition to installing a new 10-ton scale and air dump.

Raymond, Mont.—The Equity Co-op. Assn. has let a contract for the construction of a 30,000-bus. grain elvtr. to replace the one burned last fall. Work on the construction will be started this week by T. E. Ibberson Co.

Missoula, Mont.—A new brokerage office opened here recently by H. J. Stoll is representing a number of eastern grain concerns in the cities of Minneapolis, Omaha, Sioux City and Denver, also grain dealers and firms in Montana and North Dakota.

Whitetail, Mont.—The Larson Bros., who recently bought the G. O. Oddegard elvtr. here, took possession of the plant which is now conducted under the firm name of Larson Bros. Elvtr. Co. J. M. Larson of Poplar, this state, is mgr. and the other members of the firm are M. B. Larson of Homestead and T. J. Larson of Outlook. They contemplate making extensive repairs on the plant this spring.

Conrad, Mont.—The Greely Elvtr. Co., The Farmers Equity Co-op. Union Elvtr., the Rocky Mountain Elvtr. Co. and the Montana Central Elvtr. Co. here are all installing dumps at their stations furnished by the Strong-Scott.—R. R. Corry, agt. Montana Central Elvtr. Co.

NEBRASKA

Hooper, Neb.—The Latta Grain Co. has closed its elvtr. here to remain closed until fall.

Tecumseh, Neb.—A. K. Johnson sold his interest in the Johnson Bros. Mfg. Co. to his brother J. J. Johnson.

Juniata, Neb.—The Juniata Grain & Live Stock Ass'n have installed a Fairbanks 10-ton heavy duty type scale.

Sargent, Neb.—David T. Adams bought our elvtr. at Sargent.—E. G. Taylor Grain Co., A. L. Brown, mgr., Loup City.

Doniphan, Neb.—The Doniphan Grain Co. installed a Fairbanks 10-ton scale and an all steel Kewanee Truck Dump.

Emmet, Neb.—Otto Claussen has assumed charge of the Garrett Janzig business here who deal in grain and coal stock.

Nehawka, Neb.—The Nehawka Roller Mills, owned by C. D. St. John, burned recently. It was not insured. Operator will not rebuild.

Sumner, Neb.—We have a 50-bbl. mill; the capacity of elvtr. is 10,000 bus. We ship in and out.—E. A. Ericson, mgr. Sumner Mill & Elvtr.

Giltner, Neb.—The Farmers Elvtr. Co. recently installed a 10-ton Fairbanks scale and a Kewanee all steel truck dump with grate and pan.

Bradshaw, Neb.—Paul F. Steinberg who recently purchased the elvtr. of the Gilbert Grain Co. here, took possession May 1.—C. A. Siminger.

Lodge Pole, Neb.—We sold our grain and coal business to Peterson & Carlson of Chappel, who assumed charge on May 1st.—L. P. Lbr. & Grain Co.

Lawrence, Neb.—We have employed Wm. J. Lemke as mgr. here to succeed J. P. Christianson who located in Independence, Ia.—Duff Grain Co.

Brock, Neb.—The Farmers Elvtr. Co. recently reorganized incorporated with a capital of \$25,000; incorporators, L. B. Young, G. S. Christy and E. Huston.

Atlanta, Neb.—The elvtr. of the Farmers Equity was slightly damaged by fire recently. A passing freight train is supposed to have caused the fire.

Bancroft, Neb.—The Farmers Elvtr. was burned to the ground Apr. 29. It was a total loss. A dust explosion is supposed to have been the cause.—A. Moseman, Lyons, Neb.

Tilden, Neb.—H. C. Leurs of Ithaca bought the elvtr. of the Tilden Grain Co. The new proprietor will remove here and take charge of the business about the middle of the month.

Hastings, Neb.—We have leased the Nye Schneider Fowler elvtr. for another year. Headquarters here. Local elvtr. handled thru this office.—Nebraska Wheat Growers Ass'n, Fred Kockrow, mgr.

Red Cloud, Neb.—The Farmers Co-operative Ass'n has completed plans and specifications for the construction of a new 15,000-bu. elvtr. to cost \$7,000. The elvtr. to be built as soon as the old is dismantled.

Omaha, Neb.—Sam Carlisle, who suffered severe injury when thrown from a horse on Feb. 23, and who has been recuperating in St. Louis during the past 2 months, will be back on the floor at Omaha within 2 weeks.

Palmer, Neb.—The Farmers Grain Co. has made repairs on elvtr. and cemented the building to make it rat proof. Dinsdale Bros. building has been grounded for lightning protection through its metal siding. The wiring is buried ten feet deep and cement around building 5 feet wide which preserves it well.

Humphrey, Neb.—We are building a new elvtr. of 25,000 bus. capacity. It will be cribbed and covered with galvanized iron, located on the U. P. Ry. tracks. Our scale will be installed in cupola loading direct to car. R. M. Van Ness Construction Co. is doing the work.—Farmers Co-operative Grain & Lumber Co., D. Roup, mgr.

Firth, Neb.—The Firth Mfg. & Cereal plant burned on the evening of Apr. 24, cause thought to be hot boxing. Complete loss of plant and stock of 35,000 bus. with \$12,000 insurance. The plant was new thruout and in operation only two years. We contemplate rebuilding as soon as possible with about same size installation of 75 bbls. Elvtr. capacity 10,000 bus. and complete feeding grinding equipment.—Firth Mills.

NEW ENGLAND

Monument Beach, Mass.—The Buzzards Bay Grain Co. has bot the grain and hay business of Thomas Wallace.

Lowell, Mass.—J. Cushing & Co., of Fitchburg, purchased the grain plant of the Foster Grain Co. taking charge May 1.

Belfast, Me.—The firm of Hall & Wilkins has incorporated with a capital of \$50,000. Incorporators are Oscar B. Wilkins, Virgil Hall and Joseph E. Thombs.

Fitchburg, Mass.—The Cushing Grain Co. has purchased the Foster Grain Co. Jas. F. Crowley, who was formerly with the Wm. E. Livingston Co. and later with the Thorndike Grain Co., was made mgr., assuming his new duties on May 1. Mr. Crowley has been in the grain business for a period of twenty years.

NEW YORK

Jordan, N. Y.—The remaining walls of the Warner Malt House were dynamited.

Penn Yan, N. Y.—The elvtr. of G. W. Haxton & Son was recently damaged by fire.

New York, N. Y.—Judson B. Huffman of Theo. P. Huffman & Co., wholesale grain dealers, expired here recently at the age of 61 years.

Buffalo, N. Y.—The Interstate Elvtr. Corporation of New York City has purchased a site on the Buffalo River for a large elvtr. The structure is to be started soon.

New York, N. Y.—Emil W. Wagner, formerly head of E. W. Wagner & Co., which failed Dec. 31, 1923, for nearly \$12,000,000, was indicted by a grand jury in the court of general sessions for trading against customers' accounts.

Buffalo, N. Y.—The Corn Exchange at the annual election of officers re-elected its officers. E. M. Husted, pres., W. J. Heinold, v. pres., W. E. Townsend, treas., while Fred Pond was re-appointed sec'y. Directors, H. T. Burns, F. F. Henry and Lloyd Hedrick.

New York, N. Y.—Edward R. Coker, head of the wheat and feed department of the Hecker-Jones-Jewell Mfg. Co., expired here May 4 after brief illness. He was also the mill's representative on the floor of the Produce Exchange. He was 38 years of age and was widely known in the grain trade.

Oswego, N. Y.—The new state grain elvtr. which is about completed has been inspected by the state engineer and state grain inspector. On May 15, 15,000 bus. of grain will be received at the elvtr which will be used for tests before water shipments will be made. State elvtr. superintendent, C. W. Austin, with other state officials will be here for the grain tests.

NORTH DAKOTA

Toily, N. D.—The Farmers Elvtr. Co. here is out of business.

Harvey, N. D.—The Harvey Mercantile Co. is out of business.

Grand Rapids, N. D.—The Equity Trading & Elvtr. Co. is out of business.



Loading Spouts

Grain Spouting

Immediate Shipment

American Machinery & Supply Co.

Omaha, Nebr.

Howe Scales
Kewanee Dumps

Bordulac, N. D.—The Bordulac Co-operative Elvtr. Co. is out of business.

Rugby, N. D.—The Farmers Equity Elvtr. Co., formerly located here, has quit business.

Kermit, N. D.—The Farmers Elvtr. owned by the Kermit Grain & Merc. Co. burned recently.

Sawyer, N. D.—The Sawyers Farmer Co-operative Ass'n has installed a Carter Disc Separator.

Millarton, N. D.—Mail sent to the Midland Farmers Co-op. Trading Co. is returned unclaimed.

Lidgerwood, N. D.—The Lidgerwood Mlg. Co., whose plant was burned last January, has gone out of business.

Minot, N. D.—We are going to paint our elvtr. and install a cylinder separator.—Minot Farmers Co-op. Elvtr. Co.

Cavalier, N. D.—Our plans are completed for the erection of a cribbed elvtr. Work will be begun shortly.—Cavalier Mlg. Co.

Antelope, N. D.—Fire caused by the sparks of a passing locomotive caused small damage to Elvtr. No. 2 of the Occident Elvtr. Co.

Olmstead, N. D.—The Frank E. Fee Elvtr. Co. is out of business, having sold its interests to the Van Dusen Harrington Co. of Minneapolis.

Dawson, N. D.—The Southside Farmers Union, Inc., are among those who have recently added to their equipment a Carter Disc Separator.

Lostwood, N. D.—The directors of the newly organized Lostwood Farmers Elvtr. Co. will receive sealed bids until May 25 for the construction of an elvtr. and coal shed.

Stanley, N. D.—Stockholders of the new Co-operative Elvtr. Co. have chosen the following directors: Roy Wold, G. Thompson, C. G. Johnson, A. M. Peterson and O. Anderson.

Windsor, N. D.—We are installing a 10-ton Fairbanks Scale and a Kewanee Truck Dump and are doing some repair work.—Windsor Farmers Co-op. Elvtr. Ass'n., J. W. Brenner, Jr., mgr.

Lehr, N. D.—The Eichorn Elvtr. Co. will begin work immediately on the construction of a 35,000-bu. elvtr. to replace the one they lost by fire last March.—Jenner Elvtr. Co., E. Dornheim, mgr.

Chaffee, N. D.—We will build a new office and engine room and make improvements on elvtr. We also contemplate installing a new scale and truck dump, but this is not definite.—Farmers Elvtr. Co., M. W. Scott, mgr.

Amenia, N. D.—The Amenias Seed & Grain Co. contemplates making extensive improvements in its plant this season to accommodate its increasing volume of business. Its recent fire destroyed only an old sheep shed.

Bisbee, N. D.—We let a contract to give our 60,000-bu. double elvtr. general repairing, which includes a new foundation, new scale, and the painting of the entire plant of elvtrs., coal and flour warehouses.—Farmers Elvtr. Co.

Springbrook, N. D.—The Farmers Elvtr. was burned to the ground on the night of Apr. 25 with it about 11,000 bus. of grain. About three-fourths of the loss is covered by insurance, which is \$11,000. Fire is believed to have started from the sparks of a passing train.

OHIO

Kennard, O.—The J. L. Hewling elvtr. was sold to E. R. Robinson.

New Bavaria, O.—The Farmers Elvtr. here is closed for extensive repairs.

Chillicothe, O.—The Snyder Milling Co. has been purchased by Segal & Sons.

Milford Center, O.—A truck scale has been installed in the plant of the Ohio Grain Co.

Chippewa Lake, O.—I again took charge of my elvtr. on Apr. 1, after leasing it for fifteen months.—C. W. Carlton.

Lima, O.—Miss Lucy Hennon was recently elected mgr. of the Ohio Central Equity Exchange Co., succeeding J. O. Cross.

Geneva, O.—The Broadway Milling Co., succeeds the Farmers Co-operative Supply Co. and we are out of business.—W. H. Klauer, sec'y.

Chillicothe, O.—The Standard Elvtr. & Supply Co. was recently organized here with a capital stock of \$25,000. Incorporators are W. H. Herrnshtein, Al. E. Herrnshtein, Lillian F. Snyder and Sallie Snyder Herrnshtein.

Hartsburg, O.—Chatterton & Son have taken over the elvtrs. here and Oakwood which were formerly owned by T. B. McDonald of La Porte, Ind.

College Corner, O.—The College Corner Mlg. Co. whose plant was burned two months ago will not rebuild.—O. P. Davis Tallewanda Roller Mills.

McGuffey, O.—The elvtr. at this point has not been in operation for two years and no changes or improvements are being made thereon this season.

Cincinnati, O.—Recent applicants for membership in the Grain & Hay Exchange are C. C. Groff & Son of Mt. Healthy flour millers and jobbers.

Waverly, O.—The old Emmitt mill and distillery owned by John Emmitt of New York City recently became the property of James W. Robinson.

Jackson, O.—The Peters Milling Co. plant which was burned here Apr. 21 with a loss of \$75,000 and insurance of \$27,000, will be rebuilt in the near future.

Kingston, O.—The Snyder Milling Co.'s elvtr. and drier was purchased by Fred and Robert Immel of Yellowbud, who will continue to do business in the same location.

Columbus, O.—The attorney general has ruled that the Grain Marketing Co. must comply with the Ohio blue sky law and acquire a permit before selling stock in this state.

Pemberville, O.—In the early summer we contemplate exchanging our belt driven grinder and kerosene engine of 30-h.p. for electric driven.—Hobart-Bohus Co., Aug. Rabe, mgr.

Lima, O.—We have incorporated the business under the name of the Ackerman Co., Mr. Hyman being no longer connected with the firm. Incorporators are B. Ackerman, pres., J. F. Ackerman, sec'y and treas.—The Ackerman Co.

Columbus, O.—The Ohio Millers Ass'n at their convention here elected the following officers: G. A. Graham, Lancaster, pres., F. W. Kibler, Mount Orab, v. pres., F. H. Tanner, Columbus, treas., H. V. Briggles, Canton, T. H. Harsher, Portsmouth, and O. M. Richards, Courtland, directors.

Isleta, O.—The lease of the Hanley Mlg. Co. of Coshocton for the Plains Co-operative Co. here has been accepted by the common pleas court. The plant has been remodeled and the new management assumed charge on May 4. O. W. Sargent, formerly with the Pennsylvania lines, is the mgr.

Jewell, O.—The Northwestern Ohio Farmers Grain Dealers met here on the night of May 4th and banqueted. The principal speakers of the evening were Eli Dickey, local mgr. of the station who was the host, Sam Rice, pres. of the Ohio Grain Dealers Ass'n, and Dr. Guyer, pres. of the Findlay college.

Wooster, O.—Owing to the disappearance of Ad. G. Smith, pres. of the Smith Milling Co., and Miss Addie Rhoades, bookkeeper of the company, the company has reorganized and C. M. Gray was elected pres. No trace has been found of the 60-year old miller and his 38-year-old employe since they left their homes.

Thackery, O.—We have purchased the Niswonger & Billhimer Grain elvtr. here. Remodeling of this elvtr. is now in progress. We are operating at Christiansburg and at this point with headquarters at Christiansburg, Ottis M. Shepard being mgr. at that point. Clarence Billhimer is mgr. here. Elvtrs. will be operated separate.—Shepard Grain Co., C. Billhimer, sec'y.

Greenville, O.—The Greenville Farmers Exchange Co. filed a petition in the Common Pleas court for the permission to dissolve the corporation. Authorized capital is \$50,000; \$28,850 of this amount is sold. The two elvtrs., the company operates are worth \$15,000. Besides a number of small accounts they owe the Citizens State bank \$17,850 and the Farmers National bank \$14,000. Their notes and book accounts amount to \$12,116.89. E. W. Loy has been appointed receiver, on petition of stockholders.

OKLAHOMA

Mazie, Okla.—Mail sent to the Farmers Grain Co. here is returned undelivered.

Foss, Okla.—The Fred Graves warehouse was slightly damaged by lightning Apr. 22.

Medford, Okla.—The Caldwell Mill & Elvtr. Co. elvtr. plant was burned recently. Loss, \$75,000.

Calumet, Okla.—The Farmers Grain Co. elvtr. was slightly damaged by lightning on Apr. 23.

Billings, Okla.—The Billings Grain & Supply Co. is having its motors inclosed in fire and dust proof rooms.

Canton, Okla.—The Kell Mlg. Co. is making extensive repairs on plant by remodeling it and covering it with metal.

Union City, Okla.—The Farmers Co-op. Elvtr. Co. has purchased the El Reno Mills & Elvtr. Co. and will operate both elvtrs. under the management of H. C. Robinson.—Farmers Co-op. Elvtr. Co., H. C. Robinson, mgr.

Hydro, Okla.—Bob Stockton is the new mgr. of the Farmers Elvtr. Co., succeeding Sam Alexander, who resigned. W. E. Gilpin has been named mgr. of the M. C. McCafferty Elvtr. Mr. Gilpin is from Mountain View.

Altus, Okla.—J. H. Bailey of Duke has acquired the interest of Mr. Henry in the Cox Henry Grain Co. and the firm name has been changed to the J. H. Bailey Grain Co. The management will not be changed.

Elk City, Okla.—E. O. Davis, owner of a mill at Carter, and N. C. Miller of Lone Wolf have begun the erection of a mill here with a capacity of 50 bbls. per day. Mr. Davis will remove the machinery from his mill at Carter.

Oklahoma City, Okla.—The Grain Marketing Co. of Chicago which is doing business under the domestic laws corporation made application to the State Issues Commission for a permit to sell stock in the state. The application states that common and class A preferred stock will be offered.

Oklahoma City, Okla.—Richard W. Conyer has filed a voluntary petition in bankruptcy, with liabilities at \$32,647.68 and assets amounting to \$5. He operated the R. H. Conyer Grain corporation. A number of grain and milling firms will be heavy losers, among them are Pickens-Holmes Grain Co. of Holden, the Ponca Grain & Elvtr. Co., Robertson Archer Co., W. B. Stowers Grain Co., the Shawnee Mill Co. and the Yukon Mill & Grain Co.

Oklahoma City, Okla.—J. A. Whitehouse of the State Warehouse Commission has notified all flour millers and operators of grain elvtrs. that the warehouse commission is functioning by authority of state law. The provision of the warehouse act is, that grain elvtrs. of less than 25,000 bus. capacity are not considered public warehouses, and that no person shall transact the business of a public warehouseman who does not procure a license and furnish the necessary bond. Fifty milling and grain firms secured license last year, but little effort was made by the commission to function in each instance as provided by law.

OREGON

Astoria, Ore.—The Astoria Flouring Mills Co. has suspended operation for an indefinite time owing to the high cost of wheat.

Bandon, Ore.—D. C. Kay leased the Collier warehouse from the Coquille Wood Products Co., where he will conduct a grain, hay and feed business.

North Powder, Ore.—A new warehouse will be built here for the North Powder M. & M. Co. to accommodate the increasing business. The work is now in progress.

PORTLAND LETTER.

The construction of the Balfour, Guthrie & Co. \$250,000 grain elvtr. was started May 2.

John T. Shibe, backer of the Portland baseball club, will spend \$1,000,000 for the erection of a grain elvtr. here. Work is to start soon.

The O'Neill Grain Co. bought of the Pacific Coast Elvtr. Co. eight warehouses at the estimated cost of \$25,000. Warehouses are at Annur, McCall, Rodna, Benge, Castleton, Revere and Stone. Two warehouses were purchased at Revere and at various points residences were purchased for the agents. The combined capacity of the warehouses is 400,000 bus. The warehouses were built several years ago by the Farmers' Grain & Supply Co. The additional warehouses double the capacity of the O'Neill Co., which already operates warehouses and one elvtr. A site was also purchased at Lamont this state where another warehouse will be built. The O'Neill Grain Co. was organized in Spokane in 1906 by N. J. O'Neill who had very little capital.

Chas. E. Curry expired here recently, aged 63 years. He was for years engaged in the grain business and for a long time represented the Northwestern Grain & Warehouse Co.

A Pacific Coast Elvtr. Co. warehouse was wrecked in a recent windstorm. The building was 50x100. The roof and sides were lifted from the foundation and carried a distance of 50 feet.

S. A. Levy, who for the past year and a half was associated with the Mikkelsen Grain Co., has organized the Levy Grain Co. with his father, A. L. Levy, and H. L. Rosenberg and incorporated for \$10,000.

PENNSYLVANIA

Philadelphia, Pa.—The Reading Co., contract for the construction of a re-enforced concrete grain elvtr. was let to the Fegles Construction Co.

Philadelphia, Pa.—The Philadelphia Grain Elvtr. Co. and the Philadelphia & Reading Co. have awarded the engineering contract for various changes to be made on the terminal elvtr. here.

SOUTH DAKOTA

Brentford, S. D.—The Pacific Elvtr. Co. has installed a dump.

Huffton, S. D.—The Huffton Equity Exchange has removed.

Frankfort, S. D.—The Farmers Elvtr. Co. added a dump to its equipment.

Hazel, S. D.—The Farmers Elvtr. Co. has put lightning rods on its double elvtr.

Parker, S. D.—The old Frank Henrichs elvtr. was destroyed by fire. Loss, \$2,500.

Canton, S. D.—Fred Nedved has assumed the management of the Farmers Elvtr. Co. here.

Redfield, S. D.—The elvtr. of the Farmers Elvtr. Co. has been remodeled and installed a dump.

Wessington Springs, S. D.—Geo. Dirks, mgr. of the Wessington Springs Grain Co. intends to make improvements on his elvtr. this season.

Salem, S. D.—I am building new coal sheds and the Farmers Co-operative Elvtr. Co. is putting a new roof on its elvtr.—Peter Dampman.

Revillo, S. D.—We have put in a wagon dump and grain grader and fixed the driveway.—Revillo Farmers Elvtr. Co., J. F. Devereaux, mgr.

Tabor, S. D.—Ed. Jungbluth of the Western Terminal Elvtr. Co. at Vivian has been transferred here to take charge of the firm's business.

Watertown, S. D.—Lightning caused the fire which destroyed the Watertown Grain & Fuel Co., with 17,000 bus. of grain. The loss was \$20,000.

Clear Lake, S. D.—O. A. Helland purchased the J. F. Huntington elvtr. The new owner will make general repairs, paint building and put on lightning rods.

Jefferson, S. D.—We consider asbestos roofing a great protection to our elvtr., both against wind and fire. We intend to later install lightning rods on our elvtrs.—Farmers Elvtr. Co., P. M. Bernard, mgr.

Bath, S. D.—We will not make any additional improvements this year. We spent \$300 for improvements on elvtr. in addition to roads and timber to hold bins in place.—Cecil E. Danielson, mgr. Bath Equity Exchange.

Madison, S. D.—Our improvements thus far consist of the remodeling of our mill, which we have converted into a modern chicken feed plant and are now manufacturing chicken feed and mashes of all kinds.—Madison Grain Co.

Wessington Springs, S. D.—We sold one of our two elvtrs. to Gus. J. Winter and associate, his cousin, Gustav J. Winter, who will assume charge June 1. We have four elvtrs. here and a flour mill. Our territory is large as we are the last town on the C. M. & St. P. Ry. and the Missouri river is 56 miles west of us, with no elvtrs. between.—Farmers Co-operative Elvtr. Co., V. H. Buoye, mgr.

Watertown, S. D.—The Watertown Grain & Fuel Co.'s building, owned by M. E. Henning and Herman Walters, formerly the Farmers Elvtr. Co., was struck by lightning on April 21 and nearly burned to the ground with about 20,000 bus. grain. We have placed lightning rods on our elvtr.—J. H. Selmser, Selmser Fuel & Grain Co. The Watertown Grain & Fuel Co. writes, "We are making plans for a new building. We expect to add room and machinery for cleaning and handling a full line of field seeds."

TENNESSEE

Memphis, Tenn.—Last week fire did damage to the extent of \$1,000 in the alfalfa bin of the John Wade & Son plant.

Lawrenceburg, Tenn.—Abrams Bros. contemplate erecting a new mill here shortly to replace the one which burned recently. Abrams Bros. were formerly located in Wayne County.

Nashville, Tenn.—R. Hughes Worke, for 20 years owner of the R. H. Worke & Co. grain and feed store here, expired recently. He attained the age of 72 years. His widow and a son survive.

Memphis, Tenn.—New York capitalists have purchased the Exchange building here for \$1,500,000. The Merchants' Exchange has headquarters there and the lease extends over a period of years.

Nashville, Tenn.—J. R. Hale & Son have made an additional bid of \$5,000 to the one recently made of \$130,000 by another corporation for the property of the Liberty Mills which were offered for sale at auction. This new bid will result in a resale under court rules.

Memphis, Tenn.—An involuntary petition for bankruptcy was filed recently against the American Rice & Feed Mill Co. by three creditors. The petitioners are the United States Rubber Co., the Graton & Knight Mfg. Co., and the Invinible Grain Cleaner Co. The combined indebtedness is less than \$3,000.

Memphis, Tenn.—The membership of Eugene Wade in the Merchants Exchange has been transferred to Chas. S. Kenney, general mgr. of John Wade & Sons. Henry C. Mills who has succeeded Chas. Kenney at the Quaker Oats Co. is the new exchange representative of the latter firm. Sam E. Risson bought the membership of Sim Tate deceased.

TEXAS

Childress, Tex.—Bert Wilkerson contemplates building an elvtr. and feed mill.

Fort Worth, Tex.—Clarence Wilkins was made manager of the Uhlman Grain Co. here.

Corsicana, Tex.—Mail directed to the Corsicana Mill & Grain Co. is returned unclaimed.

Sherman, Tex.—The Fant Mfg. Co. will build a large fireproof warehouse of concrete and brick costing \$20,000.

San Angelo, Tex.—We have practically disposed of all our grain activities.—Easton Grain Co., A. C. Waters, mgr.

Seguin, Tex.—Fire damaged the plant of the Citizens Mill & Elvtr. Co. here recently. An exhaust pipe was the cause.

Bomarton, Tex.—Thieves entered the office of the Bomarton Grain Co. recently and escaped with valuables and money amounting to about \$50.

Longview, Tex.—The large Heid Bros. warehouse was destroyed by fire at a loss of \$50,000. A number of cars of grain and 40 cars of hay were burned.

Plainview, Tex.—W. M. Jeffus bought the interest of A. B. De Loach in the Jeffus De Loach Grain Co. and will continue business under the same firm name.

Fort Worth, Tex.—The Fort Worth Grain & Cotton Exchange is preparing to let a contract for the erection of a new building. The cost of the new structure will be about \$500,000.—P.

Leo. Potishman, the chairman, said, "First consideration will be given the members to determine quarters and it may be that the building will afford quarters for other business."

San Juan, Tex.—Judge W. Huston Gossage of this city and R. B. Ouray of Edinburg have purchased the San Juan Elvtr. They will make extensive repairs and have it in readiness for the early crop.

Aiken, Tex.—The McAvoy Elvtr. Co. incorporated; capital stock, \$10,000. Incorporators, J. E. McAvoy, L. D. Reynolds, and Grace McAvoy. J. E. McAvoy is proprietor of the Floyd County Elvtr. Co.

Tahoka, Tex.—Yeggs broke into the safe here of the Briley Grain Co. and secured \$30. An effort was made to also rob the Jones Grain Co., but failed other than breaking off the combination of the safe.

Hitchcock, Tex.—This point is not grain producing, but a big hay point. Two of our barns were burned last summer. We rebuilt one of galvanized iron of 100 car capacity and filled it last fall. Will rebuild another one this summer.—H. L. Roberts & Co.

Fort Worth, Tex.—J. A. Simons, Jr., has been elected pres. of the Fort Worth Grain & Cotton Exchange. Directors for the ensuing year are: R. Q. Kennedy, Chas. Little, Kent Barber, G. C. Henderson and Kay Kimball.

Fort Worth, Tex.—At a recent meeting of the board of directors of the Fort Worth Grain & Cotton Exchange the following com'tes were named to serve for the ensuing year: Grain Arbitration—C. M. Carter, chairman, Kent Barber and Leo Potishman; the Grain Rules, Constitution and Trade, Claude Maer, chairman, C. F. Muchmore and C. W. Wilkins; Grain Inspection Appeals, W. P. Bomar, chairman, W. G. Brackett and C. H. Newman; Inspection and Weighing Supervision, W. W. Manning, chairman, G. D. Henderson and C. D. Ferguson; Grain Arbitration Appeals, R. I. Merrell, chairman, J. C. Simons, G. E. Blewett, M. C. Rall and G. E. Craniz.

VIRGINIA

Norfolk, Va.—Fred C. Abbott, counsel for the Norfolk Grain and Feed Dealers' Ass'n, withdrew his candidacy for a seat in the state commission.

Suffolk, Va.—The Suffolk Milling Co. has resumed operation after being closed since the death of the former pres., J. W. Simmons, who died in December, 1924. The new officers are A. B. Burton, pres., J. W. Simmons, Jr., sec'y and treas.

Roanoke, Va.—The concrete tanks of the Roanoke City Mills were damaged by fire across the street.

WASHINGTON

Wenatchee, Wash.—The warehouse being erected by Forest Davis will soon be completed.

Rockford, Wash.—The Rockford Implement, Feed & Grain Co. was sold to L. E. Little of Spokane.

Bremerton, Wash.—Oscar M. Hendricks has embarked in the grain and seed business here under the firm name of Hendricks Co.

Charleston, Wash.—J. D. Cain, dealer in grain and feed bought the building in which his business is located and will make extensive improvements.

Pomeroy, Wash.—Frank M. Robinson sold his interest in the Pomeroy Flour Mill to J. M. Robinson. In addition to mill supplies the company will handle grain sacks, twine and coal.

Yakima, Wash.—John I. Greiner has been appointed state supervisor of grain, hay and horticulture. This combines the three departments under one head and is in accord with the consolidation plans of Governor Hartley.

Odessa, Wash.—The Odessa Union Wholesale Co. bought the former Portland Flouring Mill property consisting of elvtrs. and office from the Speery Flour Co. The property will be used for grain buying in connection with the grain stations on the Great Northern and Milwaukee line.

[Continued on page 608.]

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Seed Trade Reporting Bureau
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Chicago, Ill.

Feedstuffs

Niagara Falls, N. Y.—The Homestead Mfg. Co. has had involuntary proceedings in bankruptcy taken against it.

Liberty, Tex.—The Jo-Mill Feed Co. has incorporated for \$6,000; incorporators, J. E. Josey, R. C. Miller and C. C. Chinski.

Fort Smith, Ark.—The new \$20,000 plant under construction for the Fort Smith Cereal Co. is to be ready for occupancy by July 1.

Springfield, Ill.—The Peerless Mill & Elevator Co. is opening 20 "Mill to Consumer" stores throught central and southern Illinois.

Indianapolis, Ind.—An eastern branch office will be opened here by James G. Cunningham for the Excello Feed Mfg. Co. of St. Joseph, Mo.

Williamson, N. Y.—The Northern Feed Co. has incorporated for \$60,000 to deal in cereals; incorporators, F. M. Kenyon and M. O. Leengleson.

Winfield, Kan.—The Just Right brands of chick foods, chick mash, scratch and other feeds will be manufactured here by the Alexander Milling Co.

Norfolk, Va.—The fiftieth anniversary of D. P. Reid & Bro., Inc., has of late been celebrated. They are the oldest feed handlers in the state.

Chicago, Ill.—J. A. Rohleder is now the feed dept. purchasing agent for the Grain Marketing Co., succeeding J. A. Adam. Mr. Rohleder is of Minneapolis.

Ravenna, Neb.—Equipment for a line of poultry feeds, including scratch and mash, has been installed by the Nebraska Consolidated Mfg. Co. in its plant here.

Buffalo, N. Y.—The New York State Feed Manufacturers' Ass'n will hold its annual meeting at the Hotel Buffalo on May 19. A banquet will be held in the evening.

Baltimore, Md.—The United States Farm Feed Corporation has incorporated to deal in feeds, etc.; incorporators, Jas. A. Curtis, Geddy F. Penland and Richard F. Roberts.

Kansas City, Mo.—The millfeed department of the Russell Grain Co. has been discontinued and D. H. Kresky is now manager of a similar department for B. C. Christopher & Co.

Decatur, Ill.—The capital stock of the Staley Mfg. Co. is now \$15,000,000, having just been increased to finance the building of a \$1,500,000 elevator, and to furnish additional working capital.

Minneapolis, Minn.—The millfeed-broker-partnership known as the Lyons-Kuehn Co. has dissolved, though the business will be continued by F. L. Lyons. Wm. Kuehn is now stationed here for the department of agriculture.

Los Angeles, Cal.—W. E. Ryan resigned his six-year old feed and grain department managership with the Sperry Flour Co. and May 1 became salesmanager for "Old Iron Spoon" Products with new offices in the I. W. Hellman building.

Feed Movement in April.

Receipts and shipments of feedstuffs at the various markets during April, compared with April, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
San Francisco, tons	278	587		
Baltimore, tons	941	809		
Chicago, tons	11,057	13,276	44,424	40,927
Cincinnati, tons	2,010	1,850		
Kans. City, tons	5,300	1,880	28,680	19,020
Milwaukee, tons	17,596	1,760	11,944	19,950
New York, tons	520	580	76	
Peoria, tons		26,360		26,390
St. Louis, sacks		126,350		826,980

Kansas City, Mo.—J. P. Parks is now doing a general feed brokerage business on his own account. He was manager of the millfeed dept. of the W. A. Ferson Hay & Grain Co. here.

Minneapolis, Minn.—Oscar C. Jacobson is in business for himself operating under the name of Peerless Feed Co. He just recently resigned as mgr. of the Standard Flour & Feed Co. here.

Jefferson City, Mo.—Poultry and live stock feeds are susceptible to a 5c ton registration tax after July, which is not in the sticker stamp form. Whether shorts and bran are included has not been made clear. The tax is payable semi-annually.

A mixture of Cornelian Oats and Alpha barley is claimed to produce the most amount of digestible feeding per unit area, according to findings by the Pennsylvania State College. The combination of the two grains is to be preferred to either fed singly.

St. Louis, Mo.—The Feed Marketing Co. has incorporated for \$50,000 to manufacture and sell feeds and cereal products and to sell grain and grain products; incorporators, Fred H. Deibel, E. A. Steininger, Jas. R. Claiborne.—P. J. P.

Burlington, Wis.—The old quarters of the Midwest Dairy Products Co. have been remodeled and refurbished and are now occupied by the Murphy Grain Products Co., formerly of Delavan, Wis. Mineral and other animal feeds will comprise the output.

Peoria, Ill.—The Butyl Corporation has been organized with \$2,000,000 capital, to manufacture butyl alcohol from corn. H. G. Atwood, president of the American Milling Co. is a director. The American Milling Co. has the Corning Distillery properties under lease.

St. Louis, Mo.—The capital stock of Anheuser-Busch, Inc., is to be increased 75-fold, if the proposals sent stockholders are favorably received. The application for new charter calls for a capital stock of \$18,000,000, the old charter providing for only \$240,000.

Elwood, Ind.—The feed mill and elevator of Harting & Co. has been leased by the Kiefer Feed & Supply Co. Harting & Co. have operated the plant for over four decades and retire because of illness. The lessees has been engaged in the feed business for the past seven years.

Roundaway, Miss.—The properties and plantation of the Roundaway Mfg. Co. came into the hands of Stephen J. Adam Apr. 24 at a reported \$500,000. A company will be incorporated for \$3,000,000 to erect a \$2,000,000 factory capable of turning out 35,000 tons of feed annually as a by-product.

Memphis, Tenn.—The local plant of the Quaker Oats Co. is to be enlarged. Storage facilities will be increased to 750,000 bus. Harry Mills succeeds Chas. S. Kenney as buyer and traffic manager of this branch, the latter becoming manager of John Wade & Sons May 1. Mr. Mills comes from Chicago.

Fulton, N. Y.—The electrically driven feed mill and plant of the Gilbert & Nicholls Co. will be taken over May 11 by F. G. Luddington of Mexico, N. Y. Storage facilities for 40,000 bus. of grain and 50 carloads of feed are included in the sale. Mr. Luddington's two sons, Homer and Girard, will be associated with him in the venture. The officers of the selling company retire.

Fremont, Neb.—Millrun screenings to the extent of 3% can be included in bran and shorts milled within the state without the use of tax tags, according to the secretary of the state department of agriculture, H. J. McLaughlin. Also inspection fees heretofore required for the sale of unadulterated wheat, rye and buckwheat shorts manufac-

tured within this state's borders are no longer required.

Washington, D. C.—The Cream of Wheat Co. is required to discontinue certain alleged practices of maintaining prices found to be unfair methods of competition by the Federal Trade Commission. At the same time the commission dismissed its complaints alleging discrimination in prices against the Quaker Oats Co., Ralston Purina Co. and the M. C. Peters Mill Co. of the Cream of Wheat Co.'s products.

Lincoln, Neb.—The Nebraska Cereals Chemists Club formed at the state experiment station of the Omaha Grain Exchange as president, H. A. Baehr of the State University as vice president, and E. J. Rosse of the Maney Milling Co. as financial sec'y. The organization was formed to further interest in Nebraska wheats and flours and promote co-operation in research work and the study of scientific milling.

St. Louis, Mo.—The Checkerboard Elevator Co. has incorporated for \$150,000 to do a general warehousing and storing of grain and to operate grain elevators. The incorporators are: W. K. Woods, John H. Caldwell and Wm. Sample of Webster Groves, Mo.; A. F. Seay and R. A. Black. It will be recalled that the Ralston Purina Co., with which Mr. Woods is connected, purchased the 700,000 bu. J. H. Teasdale Comm. Co.'s Central "B" Elevator on the Mississippi in March of this year.—P. J. P.

Milwaukee, Wis.—We have made extensive improvements in the plant purchased from the Parry Products Co. and used by ourselves since our mill at Jefferson Junction burned last Dec. 18 in the manufacturing of feeds. We are now engaged in the installation of a molasses unit, which will be completed within the next 60 days. We will then be manufacturing a complete line of feeds for livestock, and the capacity of the plant will have been augmented so that we will be turning out about ten cars of feed per day. On account of our more favorable location as regards railroad and market facilities, we feel that we are now in much better position to serve our trade.—H. H. Ladish, The Ladish Co.

Buffalo, N. Y.—The largest grain, fertilizer and feed mixing plant east of Chicago, the Arcady Farms "Clover Leaf Elevator," is to be operated by a newly incorporated concern and subsidiary of the Eastern States Farmers Exchange, the Eastern States Co-op. Mfg. Co. The officers are: Howard Selby, Springfield, Mass., pres.; S. M. McLean Buckingham, Watertown, Conn., vice pres.; Charles B. Lee, general manager and sec'y, and Harry L. Lane, Springfield, Mass., treas. Mr. Lee was formerly general manager of the Armour Grain Co. Some \$300,000 was paid for the brick and concrete properties which are ideally located for the purpose to be served. The plant has 150,000 bus. grain storage capacity and trackage for over 50 cars. The organization distributed over 100,000 tons of feed among its members last year. Possession was given May 1.—S. S.

New Feed Trade Marks.

Fort Worth, Tex.—The Bewley Mills filed trademark No. 209,894 as descriptive of poultry feed. The words "Egg-Lay" comprise the mark.

Baltimore, Md.—The Western Maryland Dairy filed trademark No. 209,072, "Feed-O-Lac," as descriptive of poultry and stock feeding food.

Tacoma, Wash.—The Kenworthy Grain & Mfg. Co. filed trademark No. 192,488 for cereals, namely corn meal, rolled oats, poultry feeds, dairy feed, milk feed, and hard-winter flour. The trademark consists of the words "Ken-Ko."

Adulteration and Misbranding.

Buckeye Cotton Oil Co., Cincinnati, O., shipped cottonseed meal from Georgia to Florida alleged to be adulterated and misbranded by the U. S. attorney for the Southern District of Georgia on Apr. 15, 1924. The guaranteed protein was 36%, ammonia 7%, fibre 14%. Analysis showed 34.5%, 34.25% and 33.56% protein; 6.71%, 6.66%, 6.52% ammonia; and 15.85%, 14.5%, 15.4% fibre respectively. On Apr. 26, 1924 a plea of guilty was entered and a \$100 fine imposed.

Planters Oil Co., Augusta, Ga., shipped a quantity of cottonseed feed from its home state into Massachusetts which was adjudged misbranded by the U. S. District Court for the Southern District of Georgia. The article in part was labeled "Cotton Seed Feed Guaranteed Analysis Protein 36% Equivalent Nitrogen 5.75%." An analysis showed 33.81% protein, 5.41% nitrogen. On Nov. 22, 1924, a plea of guilty was entered on behalf of the defendant company, and the court imposed a fine of \$50.

Central Oil & Fertilizer Co., Macon Ga., was alleged on Dec. 10, 1923 by the U. S. attorney for the Southern District of Georgia to have shipped quantities of cottonseed meal from Georgia into Florida which were misbranded. The tag read in part "Cottonseed Meal. Guaranteed Protein not less than 36%, Equivalent to Ammonia 7%, Fibre not more than 14%." Analysis showed 33.81% and 33.23% protein, equivalent to 6.58% and 6.46% ammonia, 14.32% and 16.72% crude fibre, respectively. On Dec. 12, 1924, a plea of guilty was entered and \$100 fine imposed.

Cokato Mfg. Co., Minneapolis, Minn., is charged with adulteration and misbranding of 140 bags of ground mixed feed barley shipped from Minnesota into Ohio by the U. S. attorney for the Northern District of Ohio, Feb. 2, 1924. The article was labeled in part "Ground Mixed Feed Barley . . . Protein 11%." The article was alleged deficient in protein; to contain oats and screenings, which had been mixed and packed with and substituted wholly or in part for the said article; and offered for sale under the distinctive name of another article. Judgment of condemnation and forfeiture was entered, the court ordering the product released to the claimant, the Lexington Elvtr. & Mill Co., Lexington, O., upon payment of costs of proceeds and execution of a good and sufficient bond on Jan. 15, 1925.

Americus Oil Co., Americus, Ga., shipped quantities of cottonseed meal from Georgia into Florida and Connecticut, alleged by the U. S. attorney for the Southern District of Georgia to have been misbranded. On the shipment to Connecticut, the label bore "Cotton Seed Meal . . . Guaranteed Analysis Protein (Equivalent to 7% Ammonia) 36%, Fat 5%, Nitrogen 5.75%, Fiber 14%." That going to Florida was marked "Protein 36%, Fat—not less than 5.5%, Ammonia 7%, Fiber—not more than 12.5%." Analysis of the first shipment mentioned resulted in 35% protein, 6.81% ammonia, 5.6% nitrogen, 16.27% fibre. Analysis of the second shipment mentioned was: 6.22%, 6.18% ammonia; 32.02% and 31.76% protein; 5% and 4.73% fat; 16.35% and 16.97% fibre. On Oct. 10, 1924 a plea of guilty was entered and a \$500 fine imposed.

Exports of Feedstuffs.

Exports of feedstuffs during March, compared with March, 1924, and for the 9 months ending with March, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	1925	March 1924	9 mos. ending March 1925	March 1924
Cotton seed cake, lbs.	65,013,020	8,701,169	520,195,760	156,511,824
Linseed cake, lbs.	79,354,825	47,057,137	522,076,960	350,684,724
Other oil cake, lbs.	631,324	100,320	6,676,708	556,214
Cotton seed meal, lbs.	14,828,977	6,276,950	287,416,114	38,324,736
Linseed meal, lbs.	1,170,575	2,483,968	16,973,379	8,659,527
Other oil cake meal, lbs.	2,322,706	24,944	24,212,649	3,364,001
Bran and middlings, tons.	908	422	3,351	1,536
Screenings, lbs.	629,765	2,238,726	6,291,875	10,120,757
Other mill feeds, tons.	2,632	1,341	17,815	7,739
Prepared feeds, not medicinal, lbs.	4,992,357	2,163,782	24,239,579	12,221,011

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & E. I. supplement No. 3 to Tariff No. 600-A, Ill. C. C. No. 134, effective May 18 eliminates the rate on grain from Tuscola to Decatur, Ill.

C. & N. W. supplement No. 4 to Tariff G. F. D. No. 8300-F, Ill., C. C. No. 458, effective May 15, increases rate on grain and grain products from Barr to Chicago, Ill., to 14.5c.

C. & E. I. in supplement No. 7 to Freight Tariff No. 610, effective May 15, concerns carload rates on grain products from Evansville and Mt. Vernon, Ind., to Buffalo, N. Y., Erie and Pittsburgh, Pa., Clarksburg, Parkersburg and Wheeling, W. Va.

A. T. & S. F. supplement No. 1 to Tariff No. 5588-N of local, joint and proportional commodity freight tariff applies on grain and grain products between points in Kans., Colo., Mo. and Okla.; also Superior, Neb., and Joplin, Mo.; and points in Ill., Ind., Ia., Kan., Mich., Minn., Mo., Neb., Okla. and Wis., is effective May 29.

I. C. supplement No. 43 to 1537-G, effective May 29, cancels supplement No. 42 applying on grain, grain products, cotton seed products and seeds, and articles taking same rates, between stations in Ill., Ind., Wis., also Dubuque, Ia., and St. Louis, Mo.; and Chicago, Milwaukee, Minneapolis, Paducah, Peoria, St. Louis, Ohio River Crossings, and other stations in Ill., Ind., Ia., Ky., Mich., Minn., Mo., and Wis.

C. & E. I. supplement No. 6 to Freight Tariff No. 600-A of local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (broom corn, flax, Hungarian and millet) and red top seed chaff from stations on the C. & E. I. also from Henderson, Owensboro, Ky. (and stations on the L. H. & St. L. Ry., taking Owensboro, Ky. rates) and from Cairo, Ill. (via M. & O. R. R.), Joliet, Ill. (via E. J. & E. Ry.), Milwaukee, Wis. (via M. & St. P. & S. S. M. Ry.) and Mokena Transfer, Ill. (via C. M. & G. Ry.) to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., Ohio, Pa. and Wis., shown in tariff as amended. This tariff as amended contains rates that are higher for shorter distances than for longer distances over the same route. Effective May 27.

C. R. I. & P. supplement No. 35 cancels supplement No. 34 and partially suspends supplements Nos. 26 and 27 to Freight Tariff No. 28675-F of local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds between (except as provided) Chicago, Peoria, Rock Island, Ill.; Council Bluffs, Ia.; Kansas City, St. Joseph, St. Louis, Mo.; Minneapolis, St. Paul, Minn.; Omaha, Neb.; and stations taking same rates as shown on pages 14 to 33, inclusive of Tariff, also stations in Colo., Ill., Ia., Kan., Minn., Mo., Neb., Okla. and S. Dak. and (except as provided) stations in Colo., Kan., Neb., N. Mex., Okla. and Texhoma, Tex. Effective June 5, (except as noted in individual items). This tariff contains rates that are higher for shorter distances than for longer distances over the same route.

C. & E. I. supplement No. 4 (cancels supplement No. 3 and contains all changes from the original tariff that are effective on the date hereof, May 15, when this supplement becomes effective) to Freight Tariff No. 600-A of local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (broom corn, flax, Hungarian and Millet) and red top seed chaff from stations on the C. & E. I., also from Henderson, Owensboro, Ky. (and stations on the L. H. & St. L. Ry. taking Owensboro, Ky. rates) and from Cairo, Ill. (via M. & O. R. R.), Joliet, Ill. (via E. J. & E. Ry.), Milwaukee, Wis. (via M. St. P. & S. S. M. Ry.) and Mokena Transfer, Ill. (via C. M. & G. Ry.) to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., Ohio, Pa. and Wis. shown in tariff as amended. This tariff as amended contains rates that are higher for shorter distances than for longer distances over the same route.

C. R. I. & P. supplement No. 13 cancels supplement No. 12 and includes all current changes to Freight Tariff No. 13207-J of joint proportional rates on grain, grain products and seeds from Albright, Omaha and South Omaha, Neb., Atchison, Kansas City, Leavenworth, Kan., Council Bluffs, Ia., Kansas City and St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich. and Wis. on connecting lines. Effective June 6, (except as noted in individual items). This tariff, as amended, contains rates that are higher for shorter distances than for longer distances over the same route.

C. R. I. & P. supplement No. 19 to I. C. C. No. C-11066 suspends portions of Supplement No. 18 to C. R. I. & P. Freight Tariff No. 31408-C, I. C. C. No. C-11066, on page 2 under Caption "Participating Carriers" the provisions in connection with The Mississippi Central Railroad, will not become effective May 12, 1925, but is hereby suspended until August 13, 1925, unless otherwise ordered by the Commission. Pending restoration, re-issue or Cancellation of Supplement No. 18 to C. R. I. & P. Freight Tariff No. 31408-C, I. C. C. No. C-11066, the rates and charges provided in C. R. I. & P. Freight Tariff No. 31408-C, I. C. C. No. C-11066 and effective Supplements will apply until lawfully cancelled, changed or extended.

C. R. I. & P. supplement No. 2 cancels supplement No. 1 and includes all current changes to Freight Tariff No. 10389-1 on local, joint and proportional rates on grain, grain products and seeds, and other articles as shown on pages 18-19 of tariff, as amended, between (except as noted) St. Louis, Mo., East St. Louis, Alton, Quincy, Ill., Hannibal, Mo. (and other points named on page 8, 9, 10 and 11 of tariff, as amended) and stations in Ill., Ia., Minn., Mo., and S. Dak., also Kansas City, Atchison and Leavenworth, Kan., also on grain and grain products from stations in Ia., Minn. and S. Dak. to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined Southeastern and Carolina territories. Effective June 2, (except as noted in individual items). The tariff, as amended, contains rates that are higher for shorter distances than for longer distances over the same route.

Cipher Codes

Universal Grain Code: The only complete grain code on the market, is the most up-to-date and latest grain code published, contains over 14,000 code words. Effects a greater reduction in tolls than any other domestic code. Contains code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages, 4½x7 inches. Price, leather bound, \$3.00; paper bound, \$1.50.

Robinson Telegraph Cipher Code: With 1912 and 1917 supplements, is for domestic grain business. Leather bound, \$2.25; cloth bound, \$1.75.

Millers Telegraphic Cipher: 1917 edition. Designed especially for the milling and flour trades. 77 pages, 3½x6 inches, cloth bound. Price \$2.00.

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Riverside Flour Code, Improved (5 letter revision) Sixth Edition. Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6x7 inches, 304 pages. Bound in flexible leather, \$12.50.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St., Chicago, Ill.

Grain Carriers

Argentine corn coming to Decatur, Ill., from New Orleans and Mobile has been given a revised rate of 29½¢ per 100 lbs. against 36¢.

Buffalo, N. Y.—The Eastern Grain, Mill & Elevator Corporation is suing the Buffalo Steamship Co. for \$45,000 for alleged damages to a cargo of oats, claiming negligence in caring for the weather beaten hatches over the grain.

Buffalo, N. Y.—For the loss of nearly 103,000 bus. of flaxseed while in transit on barges that ran amuck on an abutment in the canal at Brockport, the Spencer Kellogg & Sons Co. is suing the Waterway Navigation Co. for damages.

Boise, Ida.—Hearing of the suit brot by the Public Utilities Commission of Idaho before the I. C. C. to compel transcontinental railroads to make a downward revision of grain rates to Seattle and other Pacific Coast seaports has been postponed indefinitely.

Amarillo, Tex.—An early decision is expected in the Southwestern grain rate cases dealing with freight charges on grain, grain products and hay from Kansas City to points in the Panhandle and from Oklahoma City to Texas and intrastate shipments in Texas.

Montreal, Que.—James Richardson & Sons lost over 275,000 bus. of grain valued at \$405,000 recently when the Raifuku Maru, a Japanese freighter, sunk in a gale off the coast of Nova Scotia. About 83% of the insured shipment was in rye, the rest in wheat.

Milwaukee, Wis.—The Canada Atlantic Transit Co. in Tariff No. 105, effective May 2, absorbs the 2¢ tariff on certain lake and rail shipments heretofore assessed by some of the railroads here. Copies of the tariff are obtainable from the Grand Trunk System, Kansas City, Mo.

Halifax, N. S.—After 36 hours of battling with crashing seas that sprung her plates, the Japanese freighter, Raifuku Maru, carrying a heavy cargo of wheat, sank 180 miles southeast of here, carrying to their death her whole crew of 48 officers and men, while help was in sight.

Austin, Tex.—The Texas Railroad Commission will soon announce its interpretation of the recent order of the Interstate Commerce Commission equalizing freight rates on rice between Lake Charles, La., and Beaumont, Orange and Houston, Tex. A conference was held with the rice shippers recently.

The National Industrial Traffic League, thru Luther M. Walter, counsel, on May 9 submitted to the Interstate Commerce Commission a brief on the rate structure investigation called for by the Hoch-Smith resolution, opposing any action that would impair the ability of the carrier to render efficient service.

Calumet Harbor, Chicago, Ill.—It seems remarkable that an eastern railroad would hold itself out as willing to develop an industrial harbor for switching privileges solely when in reality the traffic derived therefrom would be carried in direct competition with lake vessels and the water carriers could quote much lower rates.

The Illinois Central cutoff now under construction between Edgewood, Ill., and Fulton, Ky., a distance of 166 miles, has not been delayed because of injunctions. The Appellate Court recently ruled that the injunction restraining the road from financing the \$17,000,000 project be dissolved, as the suit was one to set aside an order of the Interstate Commerce Commission. The decision is to be appealed to the Illinois Supreme Court. The lower court injunction did not extend to construction.

Buffalo, N. Y.—The New York Central and other roads are charged with unfair practices in the way of charging for milling or mixing in transit service, by over a dozen western New York milling companies. The complaint is filed with the New York State Public Service Commission and cites that the Central Freight Ass'n makes no such charges while the complainants are charged ½-1¼¢ cwt.

Toledo, O.—Equalization of ex-lake grain rates to Atlantic ports is to be met with a demand for equalization of the rates for Great Lakes ports. The proposals of eastern trunk lines changing ex-lake rates now in effect on grain moving via this point and the South-eastern Atlantic ports have been protested by L. G. Macomber, traffic commissioner of the Toledo Produce Exchange, before the Central Freight Ass'n Com'te. If Toledo gets the same rate that exists thru port of Buffalo, the volume of grain business will increase. Distance is not a factor in the present ex-lake grain tariffs, it is contended by rate experts.

Port Arthur, Tex.—Examiner J. F. Esheleman of the Interstate Commerce Commission held a hearing for several days here recently on Port Arthur's claim of rate disparities with other Gulf ports. When Attorney G. B. Ross, representing the Santa Fe Systems, attempted to show that aside from the Norris Grain Co. no other shippers were trying to transport commodities thru this port, and that they were the persons materially affected by the rates, H. Y. Taylor, traffic manager and rate expert of the Port Arthur Chamber of Commerce, who had already shown the differences in rates on numerous commodities between this port and other ports, responded with the assertion that "that's what we want to do, open up these rates on an equal basis so we can have more business here."

Washington, D. C.—A petition was filed here Apr. 30 by western roads asking the commission created by the Hoch-Smith resolution to investigate western rates and make increases. The 5½% earnings allowed in the Transportation Act of 1920 have not been made because of the steady decreases in rates, the petition asserts. It is further alleged that the present low rates are confiscatory, and the adequate transportation system contemplated and directed by Congress impossible to maintain because of these low earnings. The decreasing volume of business with the overhead expenses continuing the same necessitates increased rates, the roads aver. Neither grain nor flour interests have filed any brief in the investigation, May 15 being the closing date for such. The opinion is expressed that the carriers took this means of blocking any further decreases in their income thru lower rates.

Omaha, Neb.—Grain rates to milling points in California from South Dakota and western Nebraska may be figured on shipment via Missouri River primary market basis, according to the Interstate Commerce Commission Apr. 29. The Burlington had filed a schedule increasing the charges on grain moving thru market cities to California, but this was cancelled. Grain can now be shipped to the Missouri River primary markets for storage and reshipped later to California without the payment of extra transit charges.

Indianapolis, Ind.—The National Industrial Traffic League in session here Apr. 29-30 maintained that a properly constituted administrative body should be vested with the regulation of common carriers rather than the legislative branch of the government. If a labor board is created by Congress to settle differences between carriers and employees, as proposed in the Howell Barkley Labor Board Bill, the shipping public has an opportunity of representation on same. Effort to equalize freight rates to Atlantic ports from inland points was condemned.

Helena, Mont.—The Montana westbound wheat export rate will not be cancelled by the northern transcontinental railways without a hearing. The suspension of cancellations was made until Aug. 23. These export rates are 7¢ under domestic westbound rates and were made to relieve the congestion during crop movement on lines going east from this state and to provide a better outlet for Montana wheat. It is believed that the roads withdrew these reductions only because of intense pressure brought on them by Minneapolis shippers. The I. C. C. in the past has held that it had no authority to order such special rates and that the establishment thereof must be voluntary. Whether the commission can compel the roads to maintain a low rate that is lower than the commission's established rate put in for a special purpose, is yet to be seen.

Freight Loadings.

Loadings of grain and grain products increased for the week of Apr. 18, 585 cars over the previous week this year and totaled 31,699 cars, which is 5,101 cars under the same week last year. This is also 6,420 cars decrease under the loadings of 1923. In the Western districts alone, grain and grain products loadings totaled 19,469 cars, a decrease of 4,763 cars under the corresponding week last year.

Loadings of revenue freight totaled 922,773 cars for the week ending Apr. 18, according to statistics compiled by the Com'te on Public Relations of the Eastern Railroads. This was an increase of 45,862 cars over the corresponding week last year, but a decrease of 35,264 cars under the corresponding week of 1923. The total for this week also was an increase of 5,494 cars over the previous week this year, with increases in the loading of grain and grain products.

Washington, D. C.—The Millers National Federation has opened an office here in rooms 616-618 Mills Building, to be the future headquarters of Pres. Sydney Anderson of that organization. Personal communications and correspondence regarding departments of the Federal Government should be directed to the new address. Headquarters of the Federation, however, remain in Chicago.

Indicating the necessity of crop rotation F. C. Shutt, dominion chemist, reporting on the soil of the prairie provinces, says the soils of the western provinces are the most productive known to agriculture, since they contain mineral constituents, humus and nitrogen in quantities far above the average. Analysis of land which has grown grain for 25 to 30 years shows an alarming loss of these constituents.

HOTEL BROADVIEW Wichita, Kansas

Headquarters for the Kansas
Grain Dealers' Convention
May 21st and 22d

Rooms with bath at \$2.50 per day.
Meetings to be held on the
Roof Garden

Comfort Without Extravagance

Supply Trade

Chicago, Ill.—The Link-Belt Co. recently acquired the plant of Heissler & Junge Co., which adjoins its Pershing Road factory.

Minneapolis, Minn.—The Fegles Construction Co. announces the removal of its offices to new and larger quarters in the Sexton Bldg., 529 So. 7th st.

Boston, Mass.—The Boston Belting Co. has ceased manufacturing. It has liquidated all its finished products, and is in the process of going out of business.—R. A. Manwaring, vice-pres.

Chicago, Ill.—It is reported that the sales booked by Fairbanks-Morse & Co. in the first quarter 1925 showed an increase of 18% over the corresponding period of 1924, while by the end of April orders on the company's books were 26½% larger than a year ago.

Minneapolis, Minn.—We have recently shipped the following Carter Disc Separators: Pacific Coast Shredded Wheat Co., Oakland, Calif.; Saxony Mills, St. Louis, Mo. Oat Machines: Campbell Baking Co., Kansas City, Mo.; Hylton Flour Mills, Ogden, Utah; Quaker Oats Co., Akron, Ohio; Walnut Creek Milling Co., Great Bend, Kan.; Saxony Mills, St. Louis, Mo.; Eddington & Son, Federalsburg, Md.; Preston Milling Co., Preston, Ida.; Whole Grain Wheat Co., Momence, Ill.; Galbraith Milling Co., Mt. Morris, N. Y. Elevator Machines: Fordville Co-op. Marketing Ass'n, Fordville, N. D.; Scranton Equity Exchange, Scranton, N. D.; Farm. Elev. & Supply Co., Roth, N. D. Shipped machines to Rangoon, India, New Zealand, Sweden, Germany and England.—Carter Mayhew Mfg. Co.

Chicago.—Link-Belt Company has just announced that after many years of work and study of the problem of standardizing and manufacturing silent chain drives for stock, it has placed in operation a new plan by which complete lines of silent chain drives of from one quarter to ten horsepower, in practically any reduction from one to one to seven to one, are now available for immediate delivery, by distributors located in many principal cities of this country. Back of these distributors will be immense stocks carried in reserve in the warehouse of the company's factories at Indianapolis and Philadelphia. For more than twenty years the installation of silent chain drives has been an engineering problem. Under the Link-Belt plan it remains somewhat of an engineering problem, but one which has

been simplified in conveniently arranged tables, which have been published in book form for distribution by this company.

Corn Cutting Simplified.

Great strides have been made during the last few years in designing and building equipment for the modern mixed feed plant. The rapid growth of the industry and the increasing demand for high quality feeds have resulted in radical changes in methods of manufacture of various feeds and necessarily the scrapping of some equipment. In no part of the mill or in any methods of manufacture have more radical changes occurred than in the making of cracked corn, the base of practically all scratch grains.

A large amount of meal content, a smeared and ragged appearance of poorly cracked corn does not appeal to the present day buyer. He demands a perfectly clean, uniform and smoothly cut product.

A recent addition to America's list of improved equipment for the manufacture of cut corn is a Ball Bearing Corn Cutter which is claimed to be the most practical cutter ever devised, because it makes an exceptional percentage of coarse cut corn with very little offal.

This cutter has been introduced under the name of Monarch, the well known trade mark of Sprout, Waldron & Co.'s line of milling machinery. The illustration shown herewith gives a fair idea of the general appearance of the machine.

The distinctive feature of this cutter is its large screen surface. This naturally permits the corn to pass through as soon as it is cut to correct size without being held in the cylinder subject to further reduction. Keen cutting knives and the extra large screen surface increase the production of clean steel cut corn, reduce offal and enables the manufacture of a standard uniform scratch sized product.

Another distinctive feature of the new Monarch Cutter is that it runs on ball bearings. The manufacturers were so successful in the development and perfection of the Ball Bearing Attrition Mill that they were prompted to develop the ball bearing corn cutter.

The illustration shows that the cutter has a substantial cabinet base with doors on two sides. These doors permit easy access to the lower part of the machine. The upper casing is hinged and can be thrown back to remove the screens or to permit easy inspection, cleaning, adjusting or removal of knives. Adjustments are easy and simple.

The cutting is effected by a revolving cylinder equipped with fly knives and a perforated cylinder case with stationary knives. The knives are made of the best quality tool steel

obtainable, heat treated and tempered, making them especially adaptable for the work.

The entire machine is mechanically constructed in every detail, and all parts are interchangeable. Full details of this new Monarch Ball Bearing Cutter can be secured by writing the manufacturer.

The Problems of Distribution.

The changing attitude of business toward the general problem of distribution—the wide range of activities involved in the transfer of goods from producer to consumer—is reflected in the program of the Thirteenth Annual Meeting of the Chamber of Commerce of the United States to be held at Washington, May 19th to May 22nd, and the grain trade is entitled to a prominent place on the program.

The progress that has been made in the direction of a solution of the distribution problem will be indicated in an address by Sydney Anderson, who was chairman of the Joint Congressional Commission of Agricultural Inquiry and is now President of the National Millers' Federation, on "New Aspects of Distribution Costs."

The Conference represents the first attempt that has been made to unite distributors of all classes in a study of their common problems. Other aspects of distribution will be taken up by William E. Humphrey, Federal Trade Commissioner, who will explain the Commission's procedure and policy with reference to trade practices. Larger questions of federal policy in respect of trade will be discussed by Representative Samuel E. Winslow, of Massachusetts.

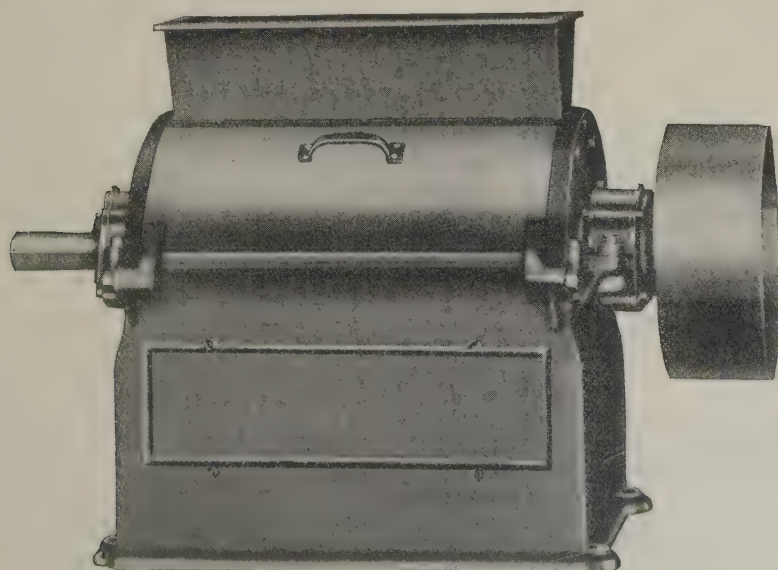
Dr. Charles Saunders, who gave a lifetime to experimental work for the Canadian government, and originally developed the now famous Marquis wheat grown all thru the Dominion, has finally been granted a life annuity of \$5,000 by the Canadian Parliament.

ELLIS GRAIN DRIERS

You can travel
the wide world
over and find
nothing to
equal them.

The Ellis Drier Company

1223 So. Talman Avenue,
CHICAGO, ILL.



The Monarch Ball Bearing Corn Cutter.

Supreme Court Decisions

Arbitration.—Where arbitrators were to appoint umpire to act only if they disagreed, umpire's presence at hearings and discussions, without participation therein, did not vitiate award, where arbitrators did not disagree.—*Youngstein v. Croman et al. Supreme Court of Rhode Island.* 128 Atl. 337.

Action on B/L Within Six Years.—A B/L signed by both parties to the contract is a simple contract in writing within the terms of section 4361 of the Civil Code of 1910; and an action for damages arising upon the breach of this contract may be brought within six years after such breach.—*Seaboard Air Line Ry. Co. v. Averett et al. Supreme Court of Georgia.* 127 S. E. 217.

Burden of Proof of Railroad's Negligence.—Under Carmack Amendment (U. S. Comp. St. §§ 8604a, 8604aa), proof that loss or damage to interstate shipment resulted from inherent infirmities of goods, under circumstances not showing carrier's negligence, casts burden on shipper to prove that it resulted from carrier's negligence.—*Galveston, H. & S. A. Ry. Co. v. Licata. Court of Civil Appeals of Texas.* 269 Southwestern 821.

Arbitration.—"Arbitration" is the submission of a disputed matter to selected parties and the substitution of their award or decision for the judgment of a court; and the award of arbitrators has the same force as a judgment of a court, and a controversy, adjusted or settled in this manner, cannot afterwards be retried in an action at law, unless the pleadings state facts sufficient to avoid the award.—*Morgan et al. v. Teel. Supreme Court of Oklahoma.* 234 Pac. 200.

Trading Cards Not Original Entry.—A grain commission merchant had its employee, who made trades upon the floor of the Chamber of Commerce, make memoranda on trading cards. At the close of the day's session these cards were immediately taken to the office, and from them entries were made in the day book. The cards were made as a mere temporary means of securing accuracy. The entries in the books are the original entries, and the books are admissible in evidence without the production of such memoranda.—*Banner Grain Co. v. Burr Farmers' Elevator & Supply Co. Supreme Court of Minnesota.* 202 N. W. 740.

Attachment of Freight Car.—Where the right sought to be enforced in the state court by attachment, upon the ground of the non-residence of the defendant, is the right of a shipper in interstate commerce to hold the initial carrier, by virtue of the Carmack Amendment to the Interstate Commerce Act (U. S. Comp. St. §§ 8604a, 8604aa), liable for loss or damage to goods in transit by a connecting carrier, and the attachment is levied upon an empty freight car belonging to the carrier, found within the territorial jurisdiction of the state court, no federal policy is violated, nor is any unnecessary burden placed upon interstate commerce by the attachment and levy, and no right of the carrier which can be asserted in defense to a suit against it under such act of congress can in any way be impaired or rendered ineffectual by the carrier's being forced to defend as a defendant in the attachment proceedings. The only burden resting upon the defendant is the physical inconvenience of making a defense in a foreign jurisdiction, which inconvenience attaches to all nonresidents whose property has been levied on by attachment.—*Southern Pac. Co. v. Di Cristina et al. Court of Appeals of Georgia.* 127 S. E. 151.

Insolvency of Exchange Member.—Member of stock exchange who, to close contracts of insolvent member, purchased stocks, sold short for such member and sold stocks purchased on margin for him, held, under G. L. c. 137, § 4, c. 231, § 31, and Bankruptcy Act, § 1, par. 11, §§ 63, 68a (Comp. St. U. S. §§, 9585, 9647, 8652), entitled to set off balance remaining in his hands against overdue notes of such insolvent member.—*Brickley v. Wrenn et al. Supreme Judicial Court of Massachusetts.* 146 N. E. 797.

Crop Mortgage.—Lessee's mortgagee of wheat crop, notwithstanding lessor's one-third interest therein, held entitled to recover against purchaser of crop from lessee for conversion of entire crop, where mortgage was duly filed for record and covered all the wheat. Measure of damages for conversion of mortgaged wheat, where there has been no willful trespass, is its market value at time and place of conversion, and not amount paid mortgagor therefor.—*John Smith Co. v. Hardin, et al. Supreme Court of Washington.* 233 Pac. 628.

Buyer Has Right of Inspection.—Buyer, who ordered corn of a certain quality, to be transported by a common carrier, f. o. b. tracks at point of shipment, no time of payment, right to inspection, or time of acceptance being mentioned, held entitled to inspect corn at point of destination for purpose of rejection, and to rescind contract if the corn was not, at time of shipment, of the quality contemplated by contract.—*N. W. Helm Feed & Coal Co. v. Butler County Milling Co. Springfield Court of Appeals, Missouri.* 269 S. W. 630.

Registered Crop Mortgage Held Constructive Notice Mortgage Covered Succeeding Years.—Where creditors, who knew that crop mortgagor was indebted to bank and had given mortgage therefor, contented themselves with examining file register which merely showed mortgage covered 1920 crop without examining mortgage itself, they had constructive notice that mortgage covered succeeding years.—*South Texas Implement & Machinery Co. et al. v. Anahuac Canal Co. et al. Court of Civil Appeals of Texas.* 269 S. W. 1097.

Landlord's Lien.—The rights of a landlord to future crops under a mortgage clause in a lease not filed are postponed to the rights of a subsequent purchaser in good faith under section 8345, G. S. 1923. The contract here involved is construed to be an executory contract of a sugar beet crop to be grown, and the purchaser of the crop, having paid a large part upon the contract in good faith without notice before the lease was filed, comes within the protection of the above statute.—*Griffin v. Minnesota Sugar Co. Supreme Court of Minnesota.* 202 N. W. 445.

Thresher's Lien.—In preparing a thresher's lien, it is the duty of the person entitled thereto to include, in the statement to be filed, the name of the person for whom the threshing was done spelled correctly, so that the lien can be filed and indexed alphabetically under the first letter of such person's surname as he spells it. The filing of a thresher's lien against Alex Kauko, who spells his name Alex Kauko, and the indexing of the same under the letter C, is not constructive notice to one who purchased the grain, upon which lien is claimed from Alex Kauko. The principle of idem sonans does not apply in such case.—*Schatz et al. v. Kintyre Farmers' Co-op. Elevator Co. Supreme Court of North Dakota.* 202 N. W. 855.

"Federal Appeal" Can Not Be Forced Upon Seller.

Globe Grain & Milling Co., Ogden, Utah, plaintiff, v. Updike Grain Co., Omaha, Neb., defendant, before arbitration com'te No. 1 of the Grain Dealers National Ass'n, composed of J. R. Murrel, Jr., J. T. Buchanan and O. F. Bass.

The Globe Grain & Milling Co., under date of March 27, 1924, purchased five cars No. 2 yellow low corn from the Updike Grain Corporation. This purchase was made thru the United Grain Co., of Omaha, brokers, and was the result of the following telegram, sent to the United Grain Co. by the Globe Grain & Milling Co.:

"Buy and ship as soon as possible, any par. fifteen carloads, No. 2 yellow corn, \$1.77. G. \$1.78 if necessary. U. P. at Denver. Answer."

Upon receipt of this message, the United Grain Co., acting as brokers purchased a number of cars of No. 2 yellow corn, among them being five cars No. 2 yellow corn from the Updike Grain Corporation. These five carloads actuated this controversy.

The Updike Grain Corporation loaded and billed five carloads of corn from their elevator at Council Bluffs. These five carloads of corn were all inspected by the inspection department of the Omaha Grain Exchange. Certificates were issued by a licensed inspector of that exchange, showing all the corn to be No. 2 yellow low corn. The original articles of trade specified Omaha terms. At least up to this point the defendant has fulfilled his end of the contract.

Before these cars left Council Bluffs for Omaha, the plaintiff called federal appeal on each and every one of the cars of corn. This appeal, to the supervisor, resulted in the grade of all five cars being changed to No. 3 yellow.

Upon receipt of these appeal grades and arrival of the cars of corn at Ogden, Utah, the plaintiff wired the defendant, the results of the federal appeal, also that they the plaintiff would accept the corn at seven cents per cwt discount.

The defendant wired in answer to the effect that they had fulfilled their contract, having furnished Omaha Grain Exchange certificate of inspection.

The plaintiff maintained the federal appeal certificates superseded the Omaha Exchange certificates, and that consequently the Grain Exchange certificates had ceased to exist. According to a ruling of the Department of Agriculture, the original certificates, issued by a licensed inspector, are superseded by federal appeal certificates on the same car or parcel of grain.

The defendants maintain that they sold these five cars of corn to the plaintiff thru the plaintiff's broker; that furthermore they specifically advised the plaintiff's broker that they would not sell No. 2 yellow corn, subject to federal appeal.

This com'te, having been actively engaged in the handling of corn during 1923 and 1924, as well as at present, can readily understand why, during the 1923-1924 season, one would not care to sell corn from this section, subject to federal appeal. It is quite generally known that there was a difference in opinion existing between grain inspectors, as to what constituted damaged corn. In fact, it was quite common to have as many different grades on a car of corn, as there were inspectors who graded it.

The plaintiffs, to support their contention that they had sold this corn NOT subject to federal appeal, introduce as evidence a letter, written by the brokers, who purchased the corn, namely, the United Grain Co. In this letter, the brokers not only state that the defendants did expressly stipulate that no appeal would be entertained if acceptance was made, but also state, that they, the brokers, advised the plaintiffs of this fact by letter under date of March 27, 1924; said letter accompanying their confirmation of this particular trade.

The plaintiff's broker also stated in this same letter to the plaintiff as follows: "No appeal can be called on this corn for they can sell all they please, wherever they please without federal appeal." The broker's letter also states that for five days previous to the making of this contract, on all their offers of No. 2 yellow corn they were stipulating, "No federal appeal."

This com'te does not presume to deny the right of any firm to appeal the grade of a car or parcel of grain. This com'te knows that a federal appeal certificate supersedes a licensed inspector's certificate. Nevertheless when a buyer's broker says he bought five cars of corn from the defendant for the account of the plaintiff, with the understanding "No federal appeal," and advised the plaintiff to this effect, we are compelled to believe that broker, particularly so, as none of the evidence submitted by the plaintiff tends to show that he, the plaintiff, was not so advised by the broker.

The defendant furnished the plaintiff with Omaha federal grades on the corn. That is all according to the evidence, he agreed to do.

It is the opinion of this com'te, that the claim of the plaintiff be denied, and that the plaintiff pay the costs of this arbitration.

Railroad Claims Collected

Send in Claims of every description. No Collection. No Pay.
The Security Adjustment Co., Inc.
1132 Builders Exchange Bldg., MINNEAPOLIS, MINN.
References: Any bank, mercantile agency, commission firm or editor of this publication.

Rebating by Buffalo Elevators.

Buffalo, N. Y.—Rebate and concession grants of approximately \$200,000 in violation of the Elkins act is charged in an indictment returned by the federal grand jury against four grain elevator companies here May 9. Those named are: Spencer Kellogg & Sons, Inc., The Western Elevator Ass'n, Inc., the Great Eastern Elvtr. Corp., and the Buffalo Elevating Co.

Kingfisher, Okla.—In a decision handed down here in district court session it was held that the contract made by the local wheat growers here with the state office was binding and ordered the injunction to continue in force. The state office served an injunction against the local here when nearly a year ago the local released its members from the ass'n to sell wheat when and where they choose.—P. J. P.

Leaking cars give us little trouble at present as they did in former years. Find cars in much better condition.—H. C. Cole Milling Co., Chester, Ill. So say many grain shippers.

HESS PNEUMATIC GRAIN DRIERS

Used everywhere—
NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

**HESS WARMING &
VENTILATING CO.**
1207 So. Western Ave.
CHICAGO

Patents Granted

1,533,511. **Grain Drier.** Louis A. Nemetz, Omaha, Neb. Independently non-connected electric heating elements extend thru a casing of rectangular cross-section. The heating elements are in staggered relation and parallel to them are downwardly and inwardly inclined deflecting plates.

1,533,862. **Steel Grain Car.** Jacob A. Hyle, Girard, Ill., assignor to United Railway Equipment Co., St. Louis, Mo. A central fixed partition forms two compartments, each with an ingress opening at each side, an ingress opening at its top, and two egress openings at the bottom.

1,532,261. **Car Shifter.** Augustus T. Perkins, Oak Park, Ill., assignor to Webster Mfg. Co., Chicago. A traveling carriage moving parallel with the track has a member adjustably mounted thereon for engaging and disengaging either end of the car, for pushing the car in either direction. The carriage is moved by a cable system with sheaves.

1,536,822. **Car Seal.** Emil Dietze, Richmond Hill, assignor to American Casting & Mfg. Corporation, Brooklyn, N. Y. Combined with a bulb or head are a channel within the bulb, a shank having corrugated ends which are adapted to be inserted into the channel, and a free lock within the bulb consisting of a free spring ring for interlocking the parts.

1,533,114. **Bag Holder.** John O. Herman and Eugene H. Herman, Dillsburg, Pa. On a base are mounted two standards, one being pivoted. Sleeves adjustable on the standards have vertical extensions, the terminal portions of which are formed with return bends defining branches. Longitudinally curved smooth bag-engaging members are connected intermediate of their ends to the branches.

1,535,018. **Chaff Remover.** Bernard M. Ely, Marshall, Mich., assignor to Lambert Machine Co., Marshall. The casing has a material receiving inlet, below which is a conical material dispersing plate, around the lower circular edge being an air inlet. Beneath the conical material dispersing plate is the enlarged mouth of an air suction pipe having an air suction means attached to its outer end.

1,535,465. **Grain Sprouter.** Wm. H. Hackman, Chapman, Kan. The grain sprouter is provided with a cabinet, having an air inlet, an air outlet, a plurality of grain trays interposed between the air inlet and air outlet and extending alternately from opposite sides of the cabinet to within a distance from the other wall thereof, to form a zigzag passage from the air inlet to the air outlet, a water pan below the air inlet and means for heating the water pan.

1,535,034. **Grain Door.** Peter E. Peterson, Salina, Kan. The door comprises a pair of

sections, means horizontally hinging one of the sections to the other section, and wings hingedly connected to the ends of one of the sections and extended beyond the ends of that section to provide stops to limit the swinging movement of that section, the wings being provided with means whereby they may be detachably secured in an elevated position to secure the associated section in an open position.

1,536,592. **Cyclone Dust Collector.** Hermann Klug, Berlin-Hermsdorf, German. A vertical casing polygonal in cross section has an inlet for dust-laden air, and a baffle plate deviating the path of the entering air or gas so as to permit the gas to whirl therein in a path determined by the angular position of the baffle plate, dust being adapted to be removed from the whirling dust-laden gas at the corners of the casing, and the gas being then adapted to travel to the upper portion of the casing.

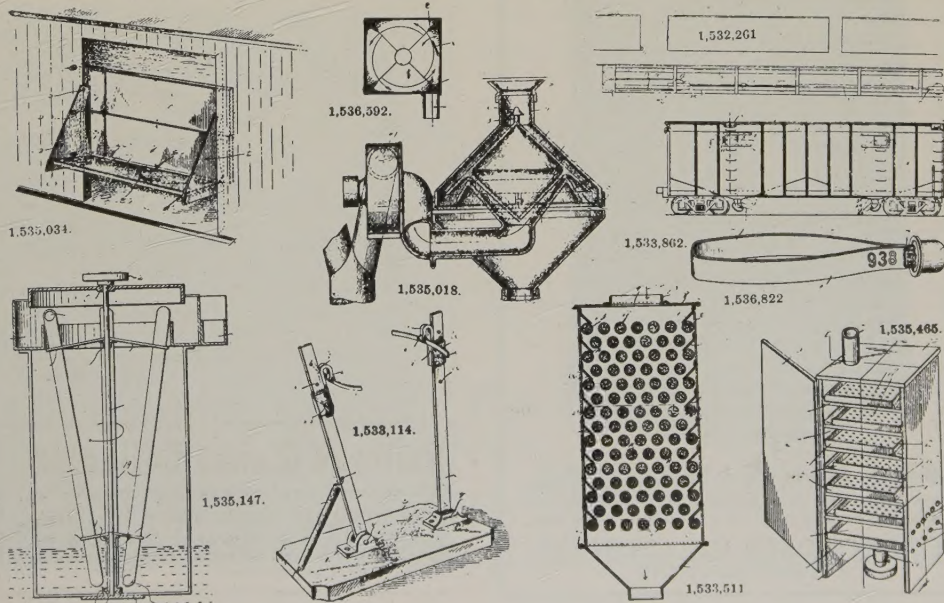
1,535,147. **Apparatus for Lifting Water, Grain or the Like.** Fawcett H. Colpitts, Denver, Colo., assignor to Hydro Vacuum Elevator Co., Denver. The machine comprises an element mounted for rotation about a vertical axis and including a plurality of continuously straight conduits slanting upwardly and outwardly from the axis, each conduit having at its lower end an intake opening having its center in the axial plane of the conduit and facing in the direction of rotation of the element and at its opposite end a discharge opening having its center in the axial plane of the conduit and disposed in the circle of rotation of the end and rearwardly with relation to the direction of rotation.

Construction Notes.

With a view to reducing the water damage to grain in storage bins when fire is discovered somewhere near the grain elevator, James Stewart & Co. are now covering all grain storage bins and building a ledge about each opening into bins that rises 1½ ins. above bin floor and thereby minimizes the chance of surplus water getting into the grain bins. This precaution will prove discouraging to the average fireman, but no doubt will save a lot of grain.

More care in the selection of the contractor and less thought in reference to the initial cost of elevators, will eliminate lots of grief, that operators of grain elevators now have.—Glasser Construction Co., C. M. Glasser.

"The James Stewart Construction Co. told the writer recently that they do not use any Friction Cut-Off Couplings at all between their motors and reduction gears. They use high torque squirrel cage motors which does away with the necessity for Friction Cut-Off Couplings. That, of course, makes a more expensive initial installation, but it really is a better arrangement. In many jobs the initial cost is considered and then they get into cheaper motors and cheaper gears, and in turn use Friction Cut-off Couplings in the same way that they are used in the B. & O. elevator at Baltimore."



Grain Trade News.

[Continued from page 601.]

WISCONSIN

Hixton, Wis.—The Farmers Grain & Mfg. Co. elvtr. was struck by lightning and burned to the ground Apr. 18.

Milwaukee, Wis.—The directors of the Chamber of Commerce have reappointed Allen A. Breed, chief grain inspector.

Milwaukee, Wis.—Wm. H. Eiring expired here on April 22. He had been a member of the Chamber of Commerce for 28 years.

Brillion, Wis.—Henry Carstens, owner of the Brillion Mill & Elvtr. Co., sold half of his interest to his brother, Louis Carstens.

Milwaukee, Wis.—The finance com'tee of the Chamber of Commerce has set the May interest rate at 6 per cent for advances on Bs/L.

Oshkosh, Wis.—The Lee Precour Co. was incorporated here for \$10,000. Incorporators are H. H. Lee, W. R. Precour and R. W. Harrison. The firm will deal in grain, flour, feed, etc.

Madison, Wis.—E. B. Miller, a member of the General Assembly, author of a resolution which favored a measure to repeal the offset provisions in grain and coal taxes, succeeded in having the resolution passed in the last session.

Superior, Wis.—The Grain & Warehouse commission bill increasing the salaries of the grain inspectors \$100 a month or to \$300 per month and enlarging the holdover fund to \$65,000 was unanimously carried by the state Senate. A motion to defeat the bill was lost by a vote of 22 to 10. Increasing the holdover fund will enable the Grain and Warehouse Commission to retain a larger number of experts during the busy months at Superior.

Eau Claire, Wis.—The Farmers Produce Co. of Chippewa Falls got judgment Apr. 18 against the Bruley Elvtr. Co. and the Weyauwega Milling Co. of Weyauwega on a claim growing out of a shortage in weight and dockage in a car of rye bought by the Bruley Elvtr. Co. and resold to the milling company. The court held the Bruley Co. indebted to the plaintiff to the extent of 3,472 pounds of rye, amounting to 62 bushels, at \$1.26 a bushel, with interest from the time court action was commenced, making a total of \$79.37. The Weyauwega Co. was held indebted to the plaintiff for 7,020 pounds of rye at \$1.22 a bushel, with interest, making a total of \$155.22. One-third the plaintiff's costs in the case were taxed against the Bruley Co. and two-thirds against the Weyauwega Co.

Fire Hazards Easily Corrected.

BY BURNT BLACK.

IF YOU discovered a fire in the enclosure housing your cupola motor would you go inside the house to turn off the power? Of course you wouldn't if the fire was hot enough to threaten your safety, but you would quickly condemn the man who placed that switch inside the enclosure.

ANOTHER GOOD REASON for keeping iron out of grain is found in the fact that the plant of the Kerr-Gifford Co. at Portland, Ore., was damaged March 16th as the result of sparks in the cleaning machine. Now every grain cleaner tender knows what causes sparks in a cleaning machine. It is iron. Keep it out.

LEG PULLEYS which are not well lubricated at all times are credited with causing much difficulty for grain elevator operators everywhere. However, when you hear a crackling noise in either boot or head, or if you hear the buckets and belting falling to the bottom of the leg, then make up your mind that it is too late to lubricate that leg with oil, but time that you were soaking it with calcium chloride solution. Friction at both ends of the leg has been known to have started fires which burned slowly for days before breaking into a flame. The only safe way is to keep boot and head pulley bearings well babbitted and thoroughly lubricated and then inspect them carefully and always before leaving for the night. Vigilance may save the careful elevator man several elevators in the course of a life time. The Newstrom elevator at Lester Prairie, Minn., was burned recently immediately following the falling of a leg belt to the basement. Certainly the friction may have been caused by a choke-up, but the plant was soon in ashes.

COB HOUSES and dust houses should be at least 15 ft. from elevator. It is much better to have them 20 ft. away, then spouts leading to these houses should have automatic cut-off so that any fire in the cob house or dust house will not be communicated to cupola of elevator by way of the spouts. Some contractors always install an automatic cutoff and have the last 10 ft. of spout open at the top so as to avoid forming a draft up the spout from either cob or dust house. The cob house of Marietta Grain Co. at Marietta, Kans., which burned not long since, was detached 10 ft. from the elevator, but the sparks went up the spout in such volume that the elevator was soon in flames and the company suffered a heavy loss.

BARRELS AND BUCKETS have saved more property than all other fire extinguishing apparatus combined, principally because they are used more extensively and their use is so simple everyone applies them effectively. They

are so important that any other fire fighting apparatus placed about the building should be supplemented with water barrels. In case of calcium chloride solution which is non-freezing, placed at different points about the elevator steel barrels should be used as calcium chloride shrinks wood and the wood barrels leak so that by the time fire occurs the solution is gone. Not long since an elevator at Sleepy Eye, Minn., was completely destroyed because elevator man who discovered the fire in enclosure about the motor in the cupola had no apparatus handy for extinguishing the fire while it was in its incipency. He rushed down stairs and called the fire department. The fire department arrived all right but the hydrants near the elevator were frozen and the pressure from hydrants at a distance was not sufficient to reach the fire, so the property was burned. A similar fire occurred recently at the Farmers Elevator at Nokomis, Ill. The fire started in an enclosed motor, was quickly discovered and extinguished with small loss. The motor enclosure must be credited with the saving of the second plant as it held the flames in check until buckets of salt were brought and thrown into the enclosure.

Insurance Notes.

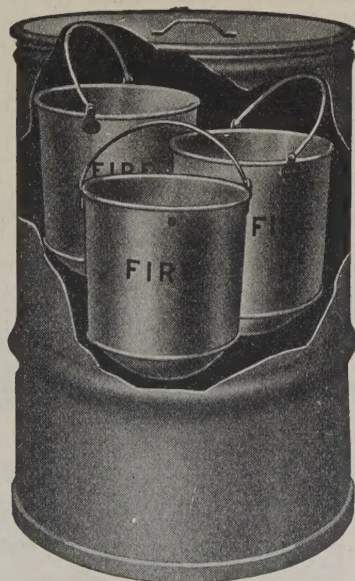
Killing weeds around the elevator with salt water from ice cream tubs is both practical and inexpensive. The local refreshment parlor would be glad to give away the brine.

Hot Tile Damaged by Water.

By H. C. LEE OF MUTUAL FIRE PREVENTION BUREAU.

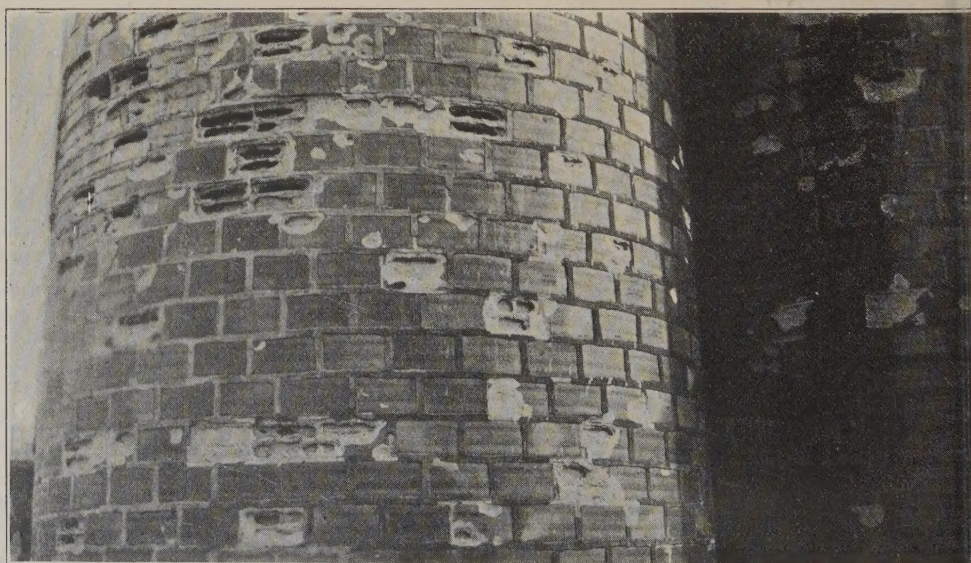
The accompanying cut shows the result of an exposing fire on tile storage tanks. On April 16th the mill of the Eminence Milling Co., Eminence, Ky., was totally destroyed by fire. The tile tanks shown in the cut were 40 feet from the mill building, which would seem to have been a sufficient distance away to escape damage. Possibly the damage to the tile tanks would have been very small had not the firemen turned a stream of water on them. The tanks were, of course, extremely hot but they showed no signs of spalling or crumbling till the water hit them. The combination of cold water and hot tile did the business, and you see the result. The fact that the water was used means a bad damage which otherwise it would have been small. Water directed on hot tile or concrete will always spall it off and damage it materially.

The moral to the tale is that if you have either tile or reinforced concrete tanks and are ever so unfortunate as to have them exposed by a fire, you will save yourself money and trouble if you keep water off them.



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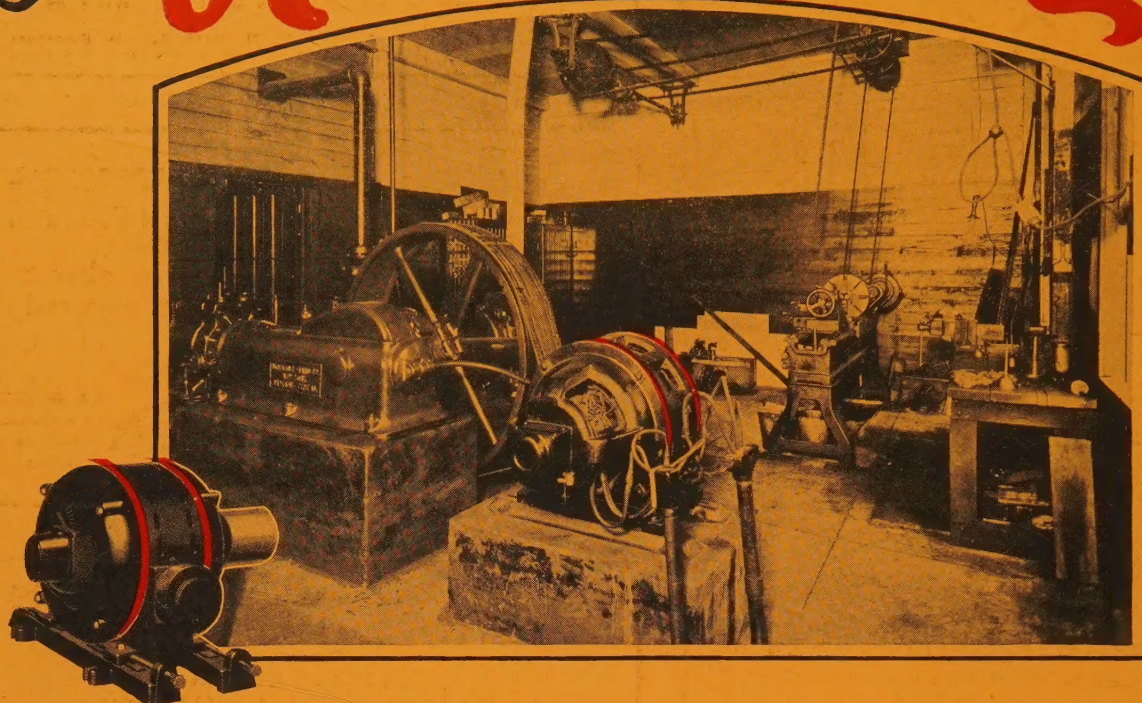
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